MARCH, 1966

THE Signalman's JOURNAL

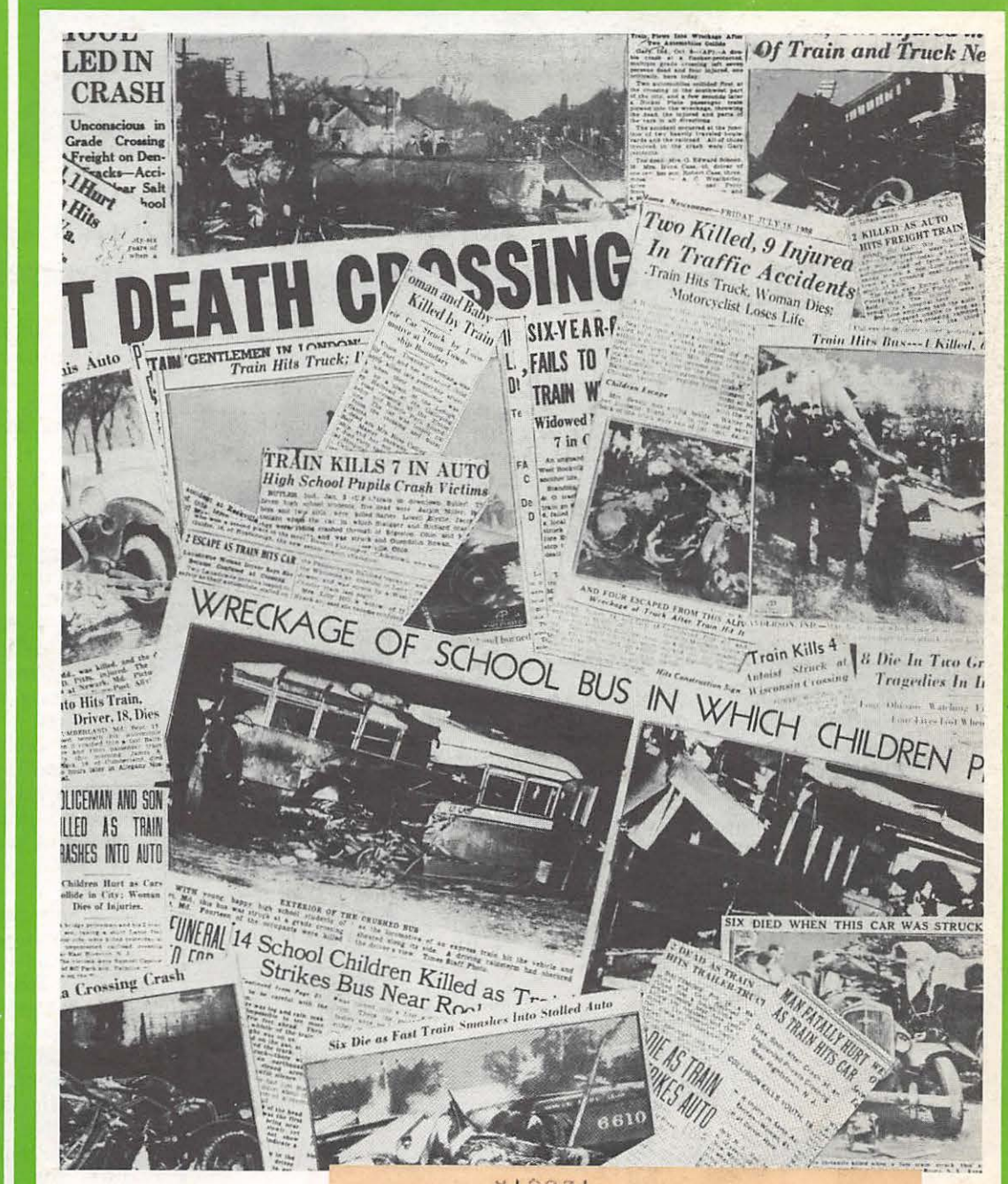
Labor-Management Join Ranks to Fight Crossing Accidents

Health and Welfare Improvements for Non-Ops

Medicare Benefits Payable Even if Dr. Stays out of Plan

I.C.C. Issues Report on Rules Revisions

News From Canada


LED IN CRASH
Unconscious in Grade Crossing Freight on Den-
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T DEATH CROSSING
Two Killed, 9 Injured In Traffic Accidents
Train Hits Truck, Woman Dies; Motorcyclist Loses Life
2 KILLED AS AUTO HITS FREIGHT TRAIN
Train Hits Bus---1 Killed,
'GENTLEMEN IN LONDON'
Train Hits Truck;
TRAIN KILLS 7 IN AUTO
High School Pupils Crash Victims
2 ESCAPE AS TRAIN HITS CAR
SIX-YEAR-
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a Crossing Crash
14 School Children Killed as Tr
Strikes Bus Near Ro
Six Die as Fast Train Smashes Into Stalled Auto
SIX DIED WHEN THIS CAR WAS STRUCK
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STRIKES AUTO
MAN FATALLY HURT
AS TRAIN HITS CAR
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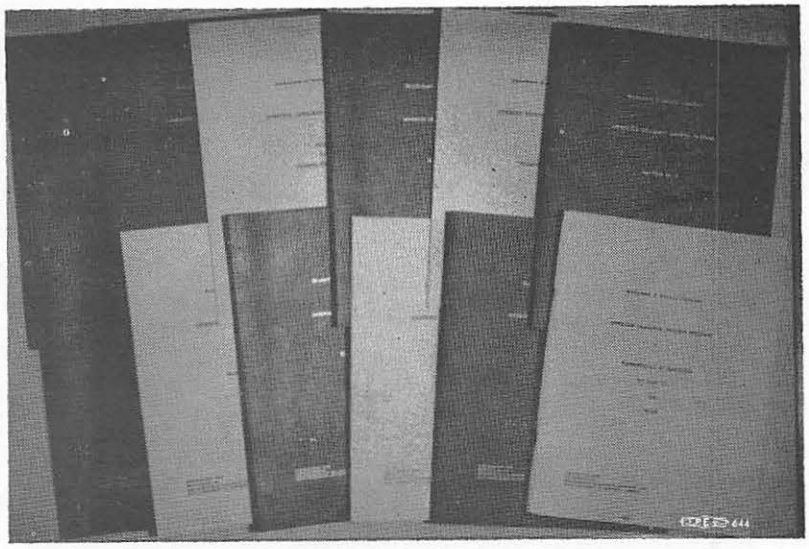

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Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. C. J. Chamberlain, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.
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Labor-Management Join Ranks to Combat Rail-Highway Grade Crossing Accidents

A REPORT RECOMMENDING a course of action to promote and enforce safety laws and regulations at rail-highway grade crossings was recently submitted to the Railway Labor Executives' Association and to the Association of American Railroads by a joint "Labor-Management" group consisting of three labor and three management representatives.

The Committee grew from a proceeding, initiated by rail Brotherhoods, urging the Interstate Commerce Commission to conduct a general investigation into the prevention of collisions between motor vehicles transporting dangerous commodities and trains at railway-highway grade crossings.

While the Brotherhoods' petition was dismissed, the Commission, on its own motion, initiated a general investigation.

The ICC report recognized the need for better enforcement of, or better compliance with, existing laws pertaining to the careful operation of motor vehicles at grade crossings and, while other conclusions were also made, including the findings that the protection of automotive traffic as it flows over railroad tracks is a public responsibility.

As a result of the constructive findings and recommendations by the Commission the RLEA asked the AAR to join with it in the creation of a joint committee for the purpose of furthering the common interests of men and management by implementing certain of the recommendations in the ICC's final report. AAR President D. P. Loomis, in response to the query, indicated that they would cooperate in this effort and the Committee was formed.

Shortly after the ICC Report was released, the American Trucking Associations, Inc., and the National Tank Truck Carriers Assn. brought suit in Federal Court to set aside the report of the ICC and for practical considerations the work of the Committee was suspended pending the outcome of that litigation.

A Three-Judge Court dismissed the complaint of the trucking organizations from which action an appeal was taken and during January, 1966, the United States Supreme Court made its final ruling in the matter, sustaining the action of the lower court and dismissing the appeal.

The Report and order of the ICC is now in full force and effect at this time.

In the report the Commission stated:

"It is inescapable from a review of the facts developed in this proceeding that the only realistic conclusion that can be reached is that most of the rail-crossing accidents are caused by human failure arising from noncompliance by the drivers with the applicable Commission regulations or the State laws and regulations. The only hope to lessen the number of accidents is a systematic enforcement of existing safety laws and regulations. . .

"Strict enforcement of existing safety regulations whether by Federal or local authorities or jointly by both is the most essential element in a reduction of crossing accidents and would undoubtedly be of material aid in solving the crossing problem."

The Commission found "that the principal cause of grade crossing accidents is failure of motor carrier operators to stop or exercise due care and caution or to observe and comply with existing safety laws and regulations. . .

"That Federal, State, and local enforcement of laws and regulations governing operation of motor vehicles at rail-highway grade crossings, particularly of laws requiring stopping at such crossings, is woefully weak.

"That there is a definite need for prompt action to enforce safety laws and regulations."

The joint Committee submitted the following report and recommendations to the RLEA and to the AAR:

- So that violations of law may be recognized and dealt with, those concerned must know what the law provides. To furnish that knowledge, this Committee should prepare and distribute to interested employes, railroad officials and brotherhood organizations a pocket-sized pamphlet setting forth, in terms easily understood, the provisions of existing laws and regulations bearing upon the operation of motor vehicles at grade crossings.

President Jesse Clark, right, is shown as he discussed provisions of the Committee's recommendations on rail-highway grade crossing protection with Association of Western Railways General Counsel Joseph H. Hays, center, and J. A. Paddock, AWR special representative.

The booklet should include all federal laws and all rules and regulations thereunder pertaining to such operation and for each state similar information should be set forth.

• We suggest that the Chief Executives of the Brotherhoods address circular letters to their respective System General Chairmen and such other officers and members as they see fit (1) informing such of their desire to initiate a joint labor-management program for the purpose of stimulating better compliance with and enforcement of existing laws, ordinances and regulations pertaining to the operation of motor vehicles at highway-rail grade crossings, and (2) asking them to confer and cooperate with the Chief Operating Officers of their respective railways for the purpose of working out a practical program of action designed to accomplish the stated objectives and to assist in effectuating and carrying out such program.

• We suggest that the President of the AAR communicate with the Chief Executive Officers of its member railroads, asking that the Chief Operating Officer or other appropriate official of each road be designated to assume responsibility (1) for meeting in joint conference with the System General Chairmen and (2) for jointly determining upon and implementing a program of action appropriately designed to accomplish the objectives mentioned in paragraph 2, above.

• Activity should be concentrated at the local level with initial action by personal contact and with minimum reliance on newspaper or other publicity.

• Local committees or individuals should locate the areas in which, or roads over which, there is a substantial volume of motor vehicle traffic by school bus and by tankers or other vehicles transporting flammable or inherently dangerous cargoes which traffic, in turn, flows over railway tracks at common grade. Action, if any, to be taken in obtaining effective compliance and enforcement at any of the points where such motor vehicles cross railroad tracks should be determined and carried out in the exercise of their good common sense by the Brotherhood and railway officials in charge of this program at the local level.

• Possible action to be considered would include (a) full contact and cooperation by local and state police, by school officials handling bus transportation, by tanker fleet operators and others, (b) interviews by police or other officials with tank truck drivers at loading docks, with school bus drivers at school centers, with gravel and other truck drivers at loading points or other concentration points urging voluntary compliance.

• Appropriate officials should be encouraged, when violation of law is flagrant, to issue traffic tickets and prosecute for running stop signs, lights or other warnings the same as for violations of stop lights or traffic lights at boulevards or highway intersections. When public officials display their intention to enforce existing laws and regulations pertaining to the safety of operation of motor vehicles at grade crossing to the same extent as are enforced the laws and regulations pertaining to the operation of such vehicles upon the highways generally, motor vehicle operators may be expected to react accordingly.

• The current effort should be confined to obtaining compliance and toward more vigorous and more efficient enforcement.

• This Committee should be kept as a joint function to continuously check the performance of the aforesaid program and recommend changes or alterations in the program when necessary.

• This Committee should distribute to appropriate officers, and members of local committees, after such committees are formed, whatever supply may be needed of the law pamphlet mentioned in paragraph 1, above, of the full report of the ICC in Docket No. 33440, when requested, and any other literature deemed to be necessary and important in progressing this program.

• It should be understood that the program here suggested is not to be in lieu of any constructive or effective activity in this field which is now being carried on at the local, state or system level but should be conducted as supplemental thereto.

Members who make up the Joint Committee are: Brotherhood President Jesse Clark; H. E. Gilbert, president, Brotherhood of Locomotive Firemen and Enginemen; Charles Luna, president, Brotherhood of Railroad Trainmen; Joseph H. Hays, General Counsel, Association of Western Railways; K. H. Lunkmark, assistant general solicitor, N.Y.C. System; and William M. Moloney, general solicitor, AAR.

Council Announces Termination of Special Assessment

THE GRAND EXECUTIVE COUNCIL and Grand Board of Trustees, at a joint meeting held at Grand Lodge headquarters, Chicago, Illinois on January 5 and 6, 1966, terminated the special assessment of $3 per member per quarter effective April 1, 1966.

In view of this action which terminates the special assessment at the end of the First Quarter 1966, all members in the United States, commencing with the Second Quarter 1966, will pay their regular quarterly dues only to the Financial Secretary of their respective Locals. Canadian members will not be required to pay any assessment for any quarter after the First Quarter 1966. New members who join our Brotherhood on or after April 1, 1966 will pay only the regular amount of dues and the required initiation fee of the Local in which they acquire membership.

In addition to terminating the special assessment, Grand Lodge policy with respect to the amount of benefits to be paid our FEC members was revised as follows:

- **Striking members who fill a picket assignment as assigned, will be paid a total payment of $100 per month.**
- **Travelers insurance premiums for eligible striking employes will be paid by Grand Lodge.**

We will continue to support our FEC members as outlined above from Grand Lodge funds, however, any individual member, Local or General Committee who desires to make a voluntary contribution to the FEC strike fund may do so by sending their contribution to C. J. Chamberlain, Secretary-Treasurer.

Improvements in Health and Welfare Plan for Non-Operating Employes Effective July 1, 1966

Our Brotherhood, in cooperation with other Non-Op Unions agreed with Management and The Travelers Insurance Company to make certain modifications in Group Policy GA-23000 and provide more liberal health benefits under such contract. These changes become effective July 1, 1966—the effective date of Medicare. While new booklets fully describing all benefits will be printed and distributed on or about July 1, we are outlining below the principal changes in the program:

Medicare

On July 1, 1966, the United States Government's health insurance program for persons age 65 and over will become effective. The program which is popularly known as "Medicare" is composed of two parts—Part A, which provides hospital benefits and is automatic, and Part B, which provides medical benefits and is optional.

Eligibility for Medicare is related to age and not employment status; thus, active employes age 65 and over and dependents age 65 and over, covered under Group Policy Contract GA-23000, will also be eligible under Medicare.

In order to be covered by the optional portion of Medicare (Part B), an eligible individual must enroll and then a $3 per month contribution will be made from the funds of our health and welfare program and at no cost to the employe or dependent who enrolls. The Federal Government will pay an equal amount toward the cost.

Because of the substantial health care benefits under Medicare largely supported by tax revenue, the national railroad health and welfare plans, including our plan, will not provide the benefits which will be available under Medicare.

Taking into account the government's large share of the cost of Medicare, it is obviously financially essential, both for the individual and the health and welfare plan, that each employe and dependent eligible for Medicare enroll for the optional portion as soon as they are eligible.

Effective July 1, 1966, benefits payable under GA-23000 will be decreased to the extent that the employe or his spouse is entitled to such benefits under Part A of Medicare and also to the extent that he either is entitled to such benefits under Part B or would have been entitled to such benefits under Part B had he enrolled.

We have reached agreement in principle that subject to the working out of satisfactory arrangements with the Social Security Administration and Railroad Retirement Board, the $3 contribution toward the cost of Part B with respect to Qualifying Employes and dependent spouses enrolled in Part B should be paid under the plan through the Travelers Insurance Company. Whatever arrangements are worked out the contribution will be paid from our health and welfare plan, but it is still necessary that employes and dependents age 65 and over enroll for Medicare Part B benefits before March 31, 1966.

Coordination of Benefits

Under any group or employer-sponsored health and welfare program, the money used to provide benefits comes directly or indirectly from the employes. The objective of such a program is to provide money to meet medical expenses and not to provide a profit to some employes whose spouses may be working elsewhere and covered under a similar program. Overinsurance can lead to abuse, and the elimination of such makes it possible to improve benefits available to all employes.

The National Association of Insurance Commissioners has indicated opposition to the abuse of overinsurance in connection with group insurance because of its adverse effect on the overall costs of health benefits, and insurers have developed contract modifications to correct this situation. After careful consideration, we have agreed to incorporate a coordination of benefits provision in GA-23000 effective July 1, 1966.

On and after July 1, 1966, the benefits payable under GA-23000 will either be the benefits determined in accordance with such group policy contract or will be reduced to the extent necessary so that the benefits under all "plans" involved will equal 100 percent of the "allowable expenses." "Allowable expenses" are any reasonable and customary expenses which are covered in whole or in part under any of the "plans" involved.

The term "plan" includes any group or prepayment coverage toward the cost of which any employer shall have contributed or with respect to which any employer shall have made payroll deductions under an employer-sponsored plan. The term "plan" does not include nor does the coordination provision affect (a) individual policies, (b) situations where a number of the employes jointly purchase benefits and the employer, while not sponsoring the program, agrees to make payroll deductions, (c) a voluntary plan for railroad employes toward the cost of which their employer does not contribute, and (d) plans established pursuant to agreement between rail-

Signalmen Draw $1.1 Million in Railroad Unemployment and Sickness Benefits in 1964-65

Employes who work in occupations represented by the Brotherhood of Railroad Signalmen received more than $530,000 in unemployment benefits under the Railroad Unemployment Insurance Act during the benefit year which ran from July 1, 1964, through June 30, 1965, according to the Railroad Retirement Board. Some 900 of them were paid benefits averaging $579.

Also, during 1964-65, 1,000 employees in these occupations were paid sickness benefits under the same law. They received $510, on the average, and their benefits totaled over $520,000.

The Board pointed out that 127,000 unemployment beneficiaries and 106,000 sickness beneficiaries from the ranks of the Nation's railroad workers drew $71 million for unemployment and $44 million for sickness in 1964-65.

roads and labor organizations. (As in the past, dependent benefits are not payable where the dependent is entitled to employe benefits under such a health and welfare plan.)

A substantial segment of industry has already adopted this coordination concept and under the wording of their contracts the group plan that did not contain a coordination of benefits provision always paid their benefits first so that the plan with a coordination provision has only been paying that portion of their benefits necessary to bring the total benefit payment up to 100 percent of "allowable expenses".

The result of the foregoing is that many of our employes and their dependents have been affected by the coordination of benefits provision contained in other policies so that they have received no more than 100 percent of their medical expenses, but the major portion of such expenses, even though the claim was on the spouse working elsewhere, has been borne by GA-23000, and the resultant saving has been to the other group plan provided by the spouse's employer.

Improved Benefits

By utilizing the savings resulting from coordination of benefits, together with the savings resulting from the government providing a substantial portion of the benefits for those over age 65 through Medicare, we are pleased to inform you of the very substantial improvements made in benefits provided under Group Policy Contract GA-23000:

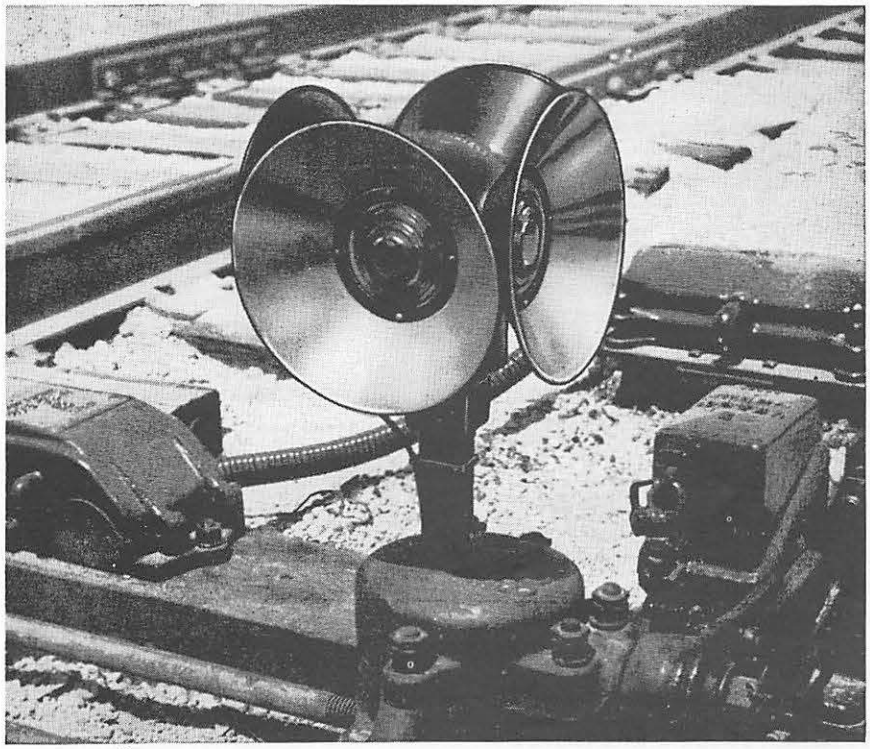
1. Surgical benefits have been increased to those provided in the E-$420 schedule (present schedule is the D-$300). The E schedule is the most modern schedule—the $420 representing the maximum for certain of the more serious operations. The amount of increase is not necessarily proportionate, some items being increased greater than the proportion indicated — some less. There are a very few minor items where the allowable amount has been decreased, such decrease being due primarily to change in procedure.

2. The maximum amount provided for anesthetist formerly was $25. The maximum with the new schedule has been increased to $84 —the amount in all instances being 20 percent of the respective surgical fee.

3. Radiation therapy expense benefits added—the use of X-ray, radon, radium or radioactive isotope in the treatment of bodily injury or sickness has increased most rapidly during the last ten years. Most of the charges for such treatment were not previously covered except through the media of major medical (after the $100 deductible) and there has been need for a definite schedule to provide coverage for such items as a part of the basic first dollar benefits. Such schedule has now been added.

4. The schedule for X-ray examinations and laboratory examinations has been broadened and in general liberalized. To illustrate, whereas the maximum amount provided for a gastrointestinal series—barium meal—was $25, under the new schedule the maximum varies from $30 to $50, depending upon the type of examination involved. The overall maximum for X-ray examinations and laboratory examinations was $50 in a six-month period, and this has been changed to $100 in a calendar year.

5. Miscellaneous hospital expenses



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Division of Western Industries, Inc.
2742 West 36th Place, Chicago, Illinois 60632
CANADA: Lyman Tube & Supply Company, Ltd., 5420 Pare St., Montreal 9, Que.

were reimbursed on the basis of $500 in full—thereafter 75 percent of actual charges. The change in plan retains the $500 in full but thereafter the reimbursement will be on the basis of 80 percent of covered charges.

6. The major medical expense benefit after a $100 out-of-pocket deductible in a calendar year reimbursed on the basis of 75 percent of covered charges, leaving 25 percent to be paid by the individual. The revision in plan retains the same $100 deductible but reimbursement thereafter will be on the basis of 80 percent of covered charges (50 percent with respect to a mental or nervous disorder), leaving, in general, only 20 percent to be paid by the individual.

7. The lifetime maximum amount payable under major medical with respect to the employe was $5,000 resulting from on-duty injury and a separate $5,000 for sickness and off-duty injury—the lifetime maximum with respect to a dependent being $5,000 for all causes. A number of employes or their dependents had used their entire $5,000 which, in effect, left them without the protection afforded by the major medical benefit. Effective July 1, 1966 and each January 1 thereafter, any portion of the major medical benefit up to $1,000 that has been used will be restored. However, the restoration will in no event increase the applicable $5,000 maximum.

KERITE Names Executive Vice President and Secretary Treasurer

Franklin S. Harris was named Executive Vice President, and Louis A. Flament was named Secretary-Treasurer, by the Board of Directors of The Kerite Co.

Harris

Mr. Harris joined Kerite in 1946 as Assistant to the Vice President. He became Plant Manager the following year, and was made a Vice President in 1950. In 1951, he was named a Director of the company. Since last year he has served as Vice President and Treasurer.

Mr. Harris is a past president of the Housatonic Council, Boy Scouts of America, and a former member of the Executive Committee of Region I, BSA.

Mr. Flament, with Kerite since 1941 as Secretary and Chief Accounting Officer, is a Certified Public Accountant. He studied accounting at Columbia University, and was formerly in public accounting with the financial firm of Deloitte, Plender, Griffiths & Company.

Edison Announces Personnel Appointments

The Primary Battery Division, Thomas A. Edison Industries of McGraw-Edison Company, announces the following personnel appointments:

Frank

Long

Drennon

Chamberlain

Mr. Alfred W. Frank has been appointed general sales manager of the Division with headquarters at Bloomfield, New Jersey.

Mr. James R. Long has been appointed assistant general sales manager with headquarters, at this time, in Chicago, Illinois.

Mr. Joseph E. Drennon has been appointed southwestern regional manager with headquarters in St. Louis, Missouri.

Mr. Richard A. Chamberlain has been appointed western regional manager, succeeding Mr. Long, at Chicago.

Mr. Frank received his early education in Pennsylvania Public Schools, later attending Penn State Center in Hazleton, Penna. He served in the U.S. Air Force from 1942 to 1945. Mr. Frank later joined the Signal Department of the Lehigh Valley Railroad as a draftsman and advanced to assistant circuit designer. He was first employed by the Primary Battery Division of the Edison Company on April 12, 1954 as a service engineer at the Bloomfield, N. J. office. In January 1965 he was appointed assistant sales manager—a position he retained until his present appointment.

Mr. Long graduated from Gerstmeyer Technical High School in Terre Haute, Indiana and joined the Chicago, Milwaukee, St. Paul and Pacific Railroad as a Signal Draftsman in 1943. He served in the U. S. Army and returned to the Milwaukee following this duty. He joined the Primary Battery Division of the Edison Company in June 1949.

Mr. Drennon received his early education in Missouri Public Schools, later attending the Coyne Electric School in Chicago. In 1924 he entered the service of the Stores Department of the St. Louis-San Francisco Railway and worked in various capacities and later was employed in the signal department where he subsequently advanced to Signal Foreman. In January 1951 he joined the Primary Battery Division as service engineer. In September 1958 he was appointed district manager and has served in that capacity until his present promotion.

Mr. Chamberlain attended Haish School in DeKalb, Illinois and was graduated from DeKalb Township High School. He served in the U. S. Army and joined the Chicago and North Western Railroad in 1949 as an assistant signalman. He came with the Edison Company in March 1956 as a service engineer and was subsequently advanced to field engineer, the position he held until his present advancement.

SIGNALMEN WANTED

1 — Signal Mechanic

1 — Signal Maintainer

For work on the Duluth, Winnipeg & Pacific Railway installing crossing protection and repair and installation of interlocking and other signal equipment.

Temporary positions to be filled from April 1 to October, 1966. Contact:

Mr. D. C. McLeod — Signal Engineer
Canadian National Railways
Winnipeg, Manitoba, Canada

Ex Parte No. 171

I.C.C. Decides Fate of Rule Revisions

A LONG FOUGHT BATTLE for the preservation of safety requirements established in Interstate Commerce Commission Ex Parte No. 171, was decided on January 24, 1966 in a "Report of the Commission" Division 3.

The Commission's report differed only slightly from that submitted by the hearing examiner on July 24, 1964, however, certain revisions, supported by our organization and the Railway Labor Executives' Association, that will make improvements in the rules, were adopted by the Commission.

Two significant changes are:

- Rule 136.11 will now require repair of a broken track rail which normally functions as a component of a signal system.
- Rule 136.51 will require that when it is known that foreign matter exists on the rail which would affect shunting by a train and normal operation of the signal system or interlocking, adequate measures for insuring safety of train operation must be taken.

This proceeding has been pending since the Commission's Notice of Proposed Rule Making dated May 25, 1962 when it was claimed that "technological developments" made it necessary to "modernize and clarify" certain rules. It was proposed that 26 major rules be changed.

Our Brotherhood participated actively with the RLEA in submitting statements, arguments, and suggestions concerning the proposals. Oral hearings were also held resulting in the Examiner's Report.

Exceptions to the Examiner's Report were filed by both the RLEA and the Association of American Railroads, with each filing replies.

On February 8, 1965 the record was reopened for further hearing on proposed rule 136.51 (b).

In its report the Commission pointed out that certain of the present rules are now qualified by a provision similar to the following:

"Note.—Relief from the requirements of this section will be granted upon an adequate showing by an individual carrier. Relief heretofore granted to any carrier by order of the Commission shall constitute relief to the same extent from the requirements of this part."

The parties agreed that a provision for individual relief should be made applicable to all the rules. The Commission found merit in this proposal and included such a provision in their order.

The Commission added that on exception, RLEA asserts that changes in the rules may, under section 25, be made only for the purpose of . . . advancing or extending the growth or enlargement of safety. RLEA, however, also asserts that the ultimate issues are whether departures from the present minimum safety requirements of the rules . . . will reduce the protection afforded to train operations and to employes and the traveling public. Section 25 of the act authorizes the Commission to revise, amend, or modify the rules, standards, and instructions upon good cause shown, and enjoins the Commission to promote the safety of railroad operation. In Ex Parte 171, **Rules, Standards and Instructions For Signal Systems,** 313 I.C.C. 441, decided April 3, 1961, by Division 3, the standard followed in revising rule 410 was whether the proposed change will impair safety giving due consideration to efficient and economical railroad operation. The national transportation policy directs the Commission to promote safety and, at the same time, to promote economical and efficient service. The statutory criteria contained in section 25 is in marked constrast with the standard established by the Congress in section 9 of the Safety Appliance Acts (45 U.S.C. 9) which provides that changes in the rules, standards, and instructions for the installation, inspection, maintenance and repair of power or train brakes may be promulgated . . . solely for the purpose of achieving safety. This sharply restrictive language does not apply to a proceeding for revision of rules under section 25. In light of the relevant statutory criteria, we conclude that the standard to be followed in considering the proposed rule revisions is whether a proposed change will impair safety giving due consideration to efficient and economical service.

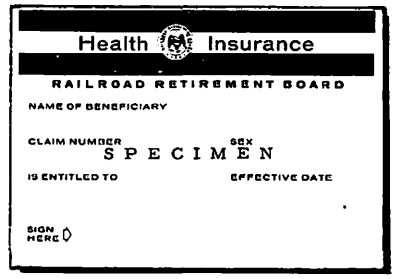
On exceptions, RLEA also objects generally to what it characterizes as the Bureau's past practice of revising rules by informal interpretive action. Of course, questions arise from time to time in this very technical area respecting the application of various rules to specific factual situations. Such questions may, of necessity, require an interpretation or construction of a rule or rules by the Bureau charged with their enforcement. If RLEA or any other interested party believes that a specific interpretation or construction amounts in fact to a revi-

RRB Starts Mailing Medicare Health Insurance Cards

The Railroad Retirement Board began mailing Medicare health insurance cards to qualified railroad retirement beneficiaries on February 21. These cards, which show that the individual has both hospital and medical insurance coverage under the Medicare program, are being mailed at this time only to persons who have enrolled for both parts of the Medicare program.

Beneficiaries who have not yet enrolled for the medical insurance part will get their cards later but well in advance of July 1966 when the Medicare program starts. Railroad employees aged 65 and over still working who have signed up for Medicare benefits will also get their cards later.

Persons are urged to carry the health insurance cards in their wallets or purses. Beginning July 1, the cards should be shown to the hospital or doctor whenever it is necessary to obtain hospital or medical services covered by Medicare.



The Board reminds railroad employes who reached age 65 by the end of 1965 that if they want to be covered by the supplemental medical insurance program when it starts on July 1, they must enroll by March 31.

sion of a rule or rules, ample procedures continue to exist under the act and the Commission's General Rules of Practice whereby the matter can be brought to the attention of the Commission.

"RLEA also excepts to the procedures followed prior to the hearing indicating that informal conferences should have been held before the notice of proposed rule making was issued. There is, however, no contention by RLEA that it was not given ample opportunity to express its views and present evidence or that a fair hearing was denied. Moreover, the two informal prehearing conferences and the formal prehearing conference which resulted in agreement among the parties with respect to numerous matters demonstrate that ample opportunity existed for the exchange of views and ideas prior to hearing. RLEA and AAR were provided the same opportunity to present their views at the informal prehearing conference and we see no reason why the parties should have been consulted informally prior to issuing the notice of proposed rule making. The procedures followed, including the issuance of the notice of proposed rule making, accord with the provisions of section 4 of the APA and section 25 of the act."

Twelve of the 26 proposed rules included in the notice of proposed rule making are in issue by virtue of exceptions filed.

The Commission pointed out that those rules in issue are: 2, 11, 51, 201, 204, 301, 303, 402, 404, 405, 587, and 602. It was added that "we find that the changes proposed by the examiner in the remaining 14 rules as well as a conforming change in another rule (No. 408), to which no exceptions were filed, to be in the public interest and in the interest of safety; and they will be adopted in our order."

For convenience of discussion, the changes covered by the notice of proposed rule making will be identified in this article by showing the words proposed to be added to the present rule in bold face type. Words proposed to be deleted are italicized.

General Rule Revision

Rule 2

Grounds.—Each circuit, the functioning of which affects the safety of train operation, shall be kept free of any ground or combination of grounds which will permit a flow of current equal to or in excess of 75 percent of the release value of any relay or other electro-magnetic device in the circuit, **except circuits which include any track rail and except the common return wires of single-wire, single-break, signal control circuits using a grounded common, and alternating current power distribution circuits which are grounded in the interest of safety.**

The essential difference between the present and proposed rule is the inclusion in the latter of two additional exceptions.

RLEA opposes the first new exception because of apprehension that the grounding of the common return wires of single-wire, single-break, signal control circuits, using a grounded common, could actually result in a flase indication less restrictive than intended. RLEA also contends that the term "common return" requires clarification and interpretation. With respect to present installations, it suggests that the carriers either be granted specific individual relief or that the installations that may retain the grounded common return be specified. The position of the Bureau is that such intentionally grounded circuits could not result in an unsafe situation. RLEA's opposition is apparently due to a misunderstanding as to the scope of the proposed exception which would not permit the grounding of two-wire polarized circuits the unsafe situation feared by RLEA.

RLEA asserts that the second exception should be added only if the rule also requires that a signal circuit fed from a grounded distribution circuit be isolated through the use of transformers or other similar devices. The record indicates that such circuits are never connected directly to any signal control circuits for the reason that the voltage must always be reduced by means of transformers before it is suitable for use in this type of circuit. Moreover, it is a generally accepted practice in the electrical industry that alternating current power distribution circuits be grounded.

We are satisfied that the meaning of the two proposed exceptions is clear and unambiguous and that additional provisions suggested by RLEA are not necessary. We find that the proposed exceptions will not impair safety and that the rule proposed should be adopted.

Rule 11

Adjustment, repair or replacement of *apparatus* **component**—*Any piece of apparatus or any part thereof which* **When any component of a system or interlocking except track rails, the proper functioning of which is essential to the safety of train operation, fails to perform its intended function it shall be** *promptly* **adjusted, repaired or replaced without undue delay.**

A threshold question in connection with this rule is presented by the AAR's argument that the Commission must except track rails from the purview of rule 11 because they are used primarily for the purpose of carrying trains and because track maintenance, as such, is not within the Commission's jurisdiction. AAR, however, concedes that track rails may be considered components of a signal system when the rails are used for carrying current in a signal system but argues, in effect, that track rails, even when so used, are not subject to section 25.

When used for signalling, the intended purpose of track rails is threefold; they carry the current for the signal circuit, they indicate through a shunt or short circuit that a train or car is occupying a particular section or block of track, and they indicate that a section of rail is broken except in certain circumstances.[1] The essence of the AAR's position is that the Commission has no authority to impose rules on rail carriers respecting repair of a broken rail which has caused a signal to display a restrictive aspect and has thus functioned as intended. But, when track rail normally used to carry current for a signal system is broken and causes a signal to display a restrictive aspect it no longer functions as intended for it can no longer carry the current for the signal system. In other words, the track rail component of the signal system when broken and caused a signal to display its most restrictive aspect has served one part of its intended function but it can no longer

serve another part of its intended function. The AAR's argument to the effect that the Commission has no jurisdiction to require repair of a broken track rail which normally functions as a component of a signal system is contrary to section 25 which, as here pertinent, provides that a signal system may not be discontinued or materially modified without approval of the Commission.

In order to insure that rule 11 is not susceptible of a construction that it applies to tracks generally, we believe that the language of the present rule should be clarified by adding "signalling" before "function" and our order will so provide. This modification should dispel the fears of the AAR that rule 11 goes beyond the Commission's authority in section 25.

Rule 11 was promulgated to insure that if a piece of signal apparatus, such as a relay, switch circuit controller, an electric lock, a switch-and-lock-movement or some other similar device was found defective to such an extent that it failed to perform its intended function, it would be adjusted, repaired or replaced as soon as practicable.

RLEA takes the position that the railroads should be required to make the necessary repairs before a movement is made over the line involved in the case of any type of malfunction and that, in any event, the phrase "without undue delay" in proposed rule 11 needs clarification. We find that the record does not support a rule which would require that repairs be made before the next movement in all situations. Such a rule would be unduly restrictive since adequate temporary safety measures can be taken until the necessary repairs are made. We further find that the phrase "without undue delay" is a reasonable provision considering the infinite variety of factual situations in which rule 11 is applicable.

Rule 51

Track circuit requirements.—Track relay shall be in deenergized position whenever any of the following conditions exists, and the track circuit of an automatic train-stop, train-control, or cab-signal system shall be deenergized in the rear of the point where any of the following conditions exists:

(a) When a rail is broken or a rail or switch-frog is removed except when a rail is broken or removed in the shunt fouling circuit of a turnout or crossover, provided, however, that shunt fouling circuit may not be used in a turnout through which permissible speed is greater than 45 miles per hour. It shall not be a violation of this requirement if a track circuit is energized: *When a break occurs within the limits of the joint bars or rail bond, or as a result of leakage current or foreign current in the rear of a point where a break occurs or a rail is removed.* **(1) When a break occurs between the end of rail and track circuit connector; within the limits of rail-joint bond, appliance or other protective device, which provides a bypath for the electric current, or (2) As result of a leakage current or foreign current in the rear of a point where a break occurs or a rail is removed.**

(b) When a train, locomotive, or car occupies any part of a track circuit, including fouling section of turnout except turnouts of hand-operated main track crossover. It shall not be a violation of this requirement where the presence of sand, rust, dirt, grease, or other foreign matter on the rail prevents effective shunting.

(c) Where switch shunting circuit is used:

1. Switch point is not closed in normal position.

2. A switch is not locked where facing-point lock with circuit controller is used.

3. An independently operated fouling-point derail equipped with switch circuit controller is not in derailing position.

In general, the present rule requires that track relay shall be in the deenergized position, thus causing a signal to display its most restrictive aspect, whenever a rail is broken or a rail or switch frog is removed. The present rule does not specifically deal with all of the numerous by-paths for the track current, such as tie plates, guard rails, rail braces and rail joint bonds, which keep the relay in an energized position even though a section of track rail is broken. RLEA objects to the proposed change because it insists that when a rail is broken, at any point, corrective action should be taken immediately and a signal indicating a stop aspect should be displayed. They suggest that the Commission might spell out more specifically how the devices mentioned in the exception to the proposed rule should be installed. As previously indicated, the Commission's jurisdiction over track rails is limited to rails or portions thereof which serve as components of a signal system. When a track break occurs at one of the places enumerated in rule 51(a)(1), the involved section of track is not a component of a signal system and not within the Commission's jurisdiction.

RLEA's principal position respecting rule 51 is reflected in their proposed rule requiring that:

> When broken rail, wide guage, insecure track, obstruction or other condition which renders the track unsafe for passage of trains is discovered, signals or other controlling devices shall be caused to display their most restrictive indication to provide signal protection. The signals or other controlling devices shall not be restored to normal operation until it is known that track is safe.

AAR states that this proposal would require the calling of an army of signalmen to position signals manually if any of the various stated conditions prevailed; that track may be "obstructed" by any of a thousand causes ranging from varieties of malicious mischief to a drift of snow, none of which are capable of being detected by the signal system.

AAR insists that the Interstate Commerce Commission not only lacks jurisdiction to enunciate a rule or rules similar to carrier operating rules but that, in addition, there is absolutely no need to augment the protection against track defects already afforded by numerous carrier-promulgated and carrier-enforced rules. We agree with the position of the AAR that the steps to be taken after dangerous conditions are found to exist and before permanent repairs are made, are matters best left to the carriers.

Subsection (b) of rule 51 concerning effective shunting is a matter which has caused a great deal of difficulty. In its brief filed October 17, 1963, the Bureau suggested that it might be appropriate to restrict the

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[1]*Certain breaks in track rail are not capable of being reflected in the signal system because the break is incomplete or because such devices as tie plates, joint bars or guard rails provide a bypass for the current.*

proposed exception in rule 51(b) by changing the last sentence to read:

> * * * It shall not be a violation of this requirement where the presence of sand, rust, dirt, grease, or other foreign matter prevents effective shunting, except that where such conditions are known to exist adequate measures for insuring safety of train operation must be taken.

In suggesting this change the Bureau stated:

> While it is true that loss of shunt due to any sort of deposit on the rails can create a very dangerous condition, often such deposits are wholly beyond the carrier's control. Thus it is appropriate as a practical matter to provide some relief from section 136.51 when such conditions occur. However recently the Commission had brought to its attention two serious accidents which resulted from loss of shunt due to grease and rust. In each instance the condition was apparently known to the railroad involved. Yet, necessary measures to assure safety of train operation were not taken. The intent of the exception to section 136.51(b) was never to permit such known dangerous conditions to exist. Therefore it may be appropriate at this time to restrict the exception in 136.51(b) to those conditions not known to the carrier * * *.

At the further hearing on rule 51 (b), the AAR agreed, with the essence of the Bureau's suggested change but with some modification in the language as follows:

> * * * It shall not be a violation of this requirement where the presence of sand, rust, dirt, grease, or other foreign matters prevents effective shunting, except that where such conditions are known to exist adequate measures to safeguard train operation must be taken.

The rule does not spell out any specific action to be taken by the carrier and thus leaves to the carrier's judgment the precise steps required to provide the needed protection. RLEA does not specifically object to the change agreed upon at the further hearing but continues to urge adoption of its principal proposal.

We conclude that the proposed rule, with the change agreed upon at the further hearing, will not impair safety and is a reasonable solution to an admittedly difficult operating problem.

Rule 201

Track circuit control of signals.—*Signals* **The control circuits for home signal aspects with indications more favorable than "proceed at restricted speed"** shall be controlled automatically by track circuits extending through the entire block.

The present rule has been interpreted by some as requiring that all aspects of a signal shall be controlled by track circuits. However, signal circuits are designed so that aspects of all signals cannot be controlled automatically by track circuits. Some railroads use the red indications on certain signals to mean "proceed at restricted speed" through the block. Such an aspect can only be controlled through the back contacts of a relay and cannot be controlled automatically and therefore should not be included within the rule. Proposed rule 201 would also not apply to so-called distant or approach signals. These are the first signals a train passes before entering an automatic block signal system territory and usually display a fixed yellow indication which is not controlled by a track circuit. The inoperative distant or approach signals do not function automatically as home signals.

RLEA calls attention to the insertion in the rule of the word "home" in front of signal, making the rule applicable only to home signals. The intent of the change in the rule is to clarify it so as it will only apply to signals within an automatic block signal system and will exclude the distant or approach signal outside of the block signal system.

With this explanation, we find that the rule should be revised as proposed.

Rule 204

Track signaled for movements in both directions, requirements.—On track signaled for movements in both directions, a train shall cause one or more opposing signals immediately ahead of it to display *an aspect requiring a stop* **the most restrictive aspect, the indication of which shall be not more favorable than "proceed at restricted speed."** *On such track* Signals shall be so arranged and controlled that if opposing trains can simultaneously pass signals displaying proceed aspects and the next signal in advance of each such signal then displays an aspect requiring a stop, **or its most restrictive aspect,** the distance between opposing signals *requiring a stop* **displaying such aspects** shall be not less than the aggregate of the stopping distances for movements in each direction. Where such opposing signals are spaced stopping distance apart for movements in one direction only, signals arranged to display restrictive aspects shall be provided in approach to at least one of the signals. Where such opposing signals are spaced less than stopping distance apart for movements in one direction, signals arranged to display restrictive aspects shall be provided in approach to both such signals. **In absolute permissive block signaling when a train passes a head block signal it shall cause the opposing head block signal to display an aspect requiring a stop.**

Some carriers have an operating rule which permits a train to pass a permissive signal at restrictive speed without stopping.[2] Permissive signals are identified by the use of a number plate or other identification attached to the mast of the signal indicating to the engineer that these are permissive signals which may be passed at restricted speed without stopping. Absolute signals, on the other hand, are not so marked and trains are required to stop at such a signal without exception. The passing of a permissive signal without stopping constitutes a violation of the literal requirements of the present rule.

The Bureau takes the position that operation at restricted speed without stopping as permitted by the rules of the AAR is safe and that the rule should also be clarified in order to permit the use of grade or tonnage signals. These signals are used on several railroads where the grades are severe and it is not desirable to stop heavy trains on grades. There are also a few installations of automatic train control or automatic cab signal systems which are used without intermediate wayside signals. In such cases when the train passes a point where the cab signal indication changes, the proposed rule would allow continued movement at restricted speed.

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[2] *The practice of permitting trains to pass permissive signals at restricted speed without stopping is permitted by rule No.* 291 *of the AAR's Standard Code of Operating Rules.*

RLEA objects to the proposed change in the first sentence of rule 204. They argue that it would be unsafe to allow opposing trains to move toward each other on single track, each at up to 20 miles per hour. It is their position that the signal aspect "proceed at restricted speed" is highly dangerous and should not be used to permit opposing and conflicting moves in automatic block-signal and traffic control systems, or for movements into and through interlockings containing switch frog or derails not in proper position.

The exception taken by the RLEA to the first sentence of this rule is based on the fact that it would permit opposing movements at restricted speed. The RLEA does not, for the purpose of this rule, oppose movement at restricted speed in the same block for following movements.

In reply to the exception of the RLEA, AAR argues that the industry has permitted opposing movements in the manner here proposed for many years without ill effect; that the primary control of trains in single track automatic block territory is by time-table and train orders and not by signal indication; and that even if the time-table and train orders are in error or are not complied with, the opposing movements would be prepared to stop short of another train or obstruction. With respect to the Eufola accident[3] cited in RLEA's exceptions, AAR correctly concludes that the cause of the collision was not found to be attributable to the design of the signal system.

The proposed rule accords with operating practices long followed by the industry and there is no concrete showing that such practices impair safety. We therefore find that the rule should be revised as proposed.

Rule 301

Where signals shall be provided.—Signals shall be provided to govern the train movements into the through interlocking limits, **except that a signal shall not be required to govern movements over a hand-operated switch into interlocking limits if the switch is provided with an electric lock and a derail at the clearance point, either pipe-connected to the switch or independently locked, electrically.**

The change proposed in this rule would provide an exception to the general rule of 301 in the case of hand-operated switches if the switch is provided with an electric lock, and a derail at clearance point is pipe-connected to the switch so that when the switch is operated the derail is simultaneously operated or if the derail is independently locked electrically. The Bureau points out that the Commission has granted individual relief, in many cases, from the present rule in the circumstances of the proposed exception. In the case of electric locking, adequate protection is afforded since the electric lock is unlocked by the tower operator and all conflicting signals must be placed in the stop position. RLEA states that the rule does not specify, in clear terms, that access to the interlocking plant from the turnout or switch involved could only be made after the electric lock is released and derail is removed. RLEA also contends that this rule should be clarified by the addition of a statement to the effect that rule 314 also applies here, and that this rule should be made a part of rule 301 to insure enforcement. In reply, AAR contends that the requirements in rule 301 are clear but that it would have no objection to the following interpretation:

> Electric locks installed under Rule 301 must conform to the time and approach locking requirements of Rule 314 (without reference to the 20-mile exceptions), and those of either Rule 760 or Rule 768, as may be appropriate.

We find that the proposed rule should be adopted and that in the interest of clarity specific reference to rule 314 should be included in rule 301 as follows:

Where signals shall be provided.—Signals shall be provided to govern train movements into and through interlocking limits, except that a signal shall not be required to govern movements over a hand-operated switch into interlocking limits if the switch is provided with an electric lock and a derail at the clearance point, either pipe-connected to the switch or independently locked, electrically. Electric locks installed under this rule must conform to the time and approach locking requirements of Rule 314 (without reference to the 20-mile exceptions), and those of either Rule 760 or Rule 768, as may be appropriate.

Rule 303

Control circuits for signals, selection through circuit controller operated by switch points or by switch locking mechanism.—The control circuit for **each aspect with indication more favorable than "proceed at restricted speed"** of power-operated *or slotted mechanical* signal governing movements *at higher than restrictive speed in the facing direction* over switches, movable-point frogs and derails shall be selected through circuit controller operated directly by switch points or by switch locking mechanism, or through relay controlled by such circuit controller, for each *facing point* switch, movable-point frog, and derail in the routes governed by such signal. Circuits shall be arranged so that such signal can display an aspect *to proceed* **more favorable than "proceed at restricted speed,"** only when each *such* switch, movable-point frog, and derail in the route is in proper position. *Such power operated signals hereafter installed shall be controlled in this manner through circuit controllers or switch repeating relays for all switches, movable-point frogs, and derails in the routes governed by such signals.*

The only issue raised on exceptions concerning the proposed rule is the inclusion in the examiner's report and recommended order of the following:

Note. Existing installations on each railroad, which do not conform to the requirements of the section shall be brought into conformity therewith on or before December 31, 1969.

AAR excepts to this requirement and urges that the following be adopted instead:

Note. Existing installations that do not meet the trailing-point switch, movable-point frog, or derail requirements shall be brought into conformity with such requirements when major modification of the interlocking is made.

The requirements of the rule provide for selection of the control circuits for certain signals through switch circuit controllers or switch repeating relays and apply to both interlockings and traffic control systems. The present rule requires switch circuit selection for facing point switches, movable point frogs and derails in service at the time the rule was revised in 1950, and for

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[3] *Accident Report No. 3998 concerning an accident on the Southern Railway at Eufola, N. C.*

all switches, movable point frogs and derails installed thereafter. The rule revision proposed by the Bureau and recommended by the examiner would require switch circuit selection for **all** switches, movable point frogs and derails no matter when installed. This revision will apply to trailing point switches, movable point frogs and derails not now provided with switch circuit selection. The Bureau in reply to AAR's exception points out that:

> In 1950 the railroads as here then contended a trailing point protection requirement would impose unnecessary expense on the carriers and anyway the older interlockings would be replaced or rehabilitated gradually at which time trailing point protection would be provided. Fourteen years have since passed and yet there is no assurance that these installations will be provided with that protection in the foreseeable future. Hence to apply some impetus to providing trailing point protection at all interlocking, a time limit for compliance should be set.

We find that a definite time limit for compliance should be established for the reasons stated by the Bureau. If the definite time limit, which we will establish as December 31, 1970, causes unnecessary hardship in particular cases, the provision in the rules for individual relief upon an adequate showing is available.

Rule 402

Signals *control*, **controlled by** track circuits and control operator.—*Signals governing movement at higher than restrictive speed.* **The control circuits for home signal aspects with indications more favorable than "proceed at restricted speed"** shall be controlled by *continuous track circuits* **circuits extending through entire block.** Also in addition, at controlled point they *shall* **may** be controlled by control operator, and, at manually operated interlocking, manually in cooperation with control operator.

On exception, RLEA asserts that two features of the proposed rule need clarification, i. e., the meaning of home signal and the provision whereby signals may be controlled by the control operator. The clarification set forth in our discussion of rule 201 that the term home signal excludes only those signals outside an automatic block signal system applies equally here. RLEA's apprehension over the substitution of "may" for "shall" in the rule is dispelled by the explanatory statement in the examiner's recommended report that:

> As to apprehension of the RLEA over the use of the word "may" instead of "shall" it is understood here and the rule shall be so applied that the word "may" is used solely to allow for automatic control of signals. It is not and will not be authority for the giving of control to any individual or position in opposition to or in conflict with the control op-operator.

We adopt the examiner's explanatory statement as our own and find that the proposed rule should be adopted as modified.

Rule 404

Signals at adjacent controlled points—Signals at adjacent controlled points shall be so interconnected that aspects to proceed **on tracks signaled for movements at greater than restricted speed** cannot be displayed simultaneously for conflicting movements.

Literally applied, the present rule would preclude the entering signals at each end of a controlled siding from simultaneously displaying aspects to proceed at restricted speed into the siding. On exceptions, RLEA urges that exact circumstances in which opposing movements would be permitted under the proposed rule should be specified. Thus, RLEA takes the position that:

> An interpretation to this rule should be adopted which would clearly restrict the application of the revised rule to permit opposing movements only on non-signalled sidings in traffic control territory where the maximum authorized speed at any time is restricted speed or less.

In reply, ARR correctly indicates that the rule cannot be restricted to "sidings" because there are non-signaled yard tracks in traffic control territory to which it also applies and that under the proposed rule the same safeguards that extend to sidings also extend to yard tracks.

The proposed rule would not authorize conflicting movements on main-line-fast-speed tracks but only on certain yard tracks and sidings. Moreover, conflicting movements are permitted only on tracks where the maximum authorized speed at any time is at restricted speed or less.

We find that the proposed rule should be adopted.

Rule 405

Track signaled for movements in both directions, change of direction of traffic.—On track signaled for movements in both directions, occupancy of the track between opposing signals at adjacent controlled points shall prevent changing the direction of traffic from that which obtained at the time the track became occupied, **except that when a train having left one controlled point reaches a section of track immediately adjacent to the next controlled point at which switching is to be performed, an aspect permitting movement at not exceeding restricted speed may be displayed into the occupied block.**

The purpose of the revision is to provide for the situation where part of a train is left on the main track or in a siding at a controlled point while the engine proceeds to occupy the track between that siding and the adjacent controlled point to perform switching operations. Under the present rule, a signal cannot be displayed for the engine to return to its train because this would require changing direction of traffic with the track occupied. Therefore, instructions must be issued, sometimes verbally, to permit the engine to move back on its train in spite of a red or stop signal indication. The Commission has received several complaints from railroad employee organizations which objected to this method of operation which, as noted, disregards signals. Under the present rule the only way that the engine can get back to its train is to be granted special permission to violate a stop signal. Under the proposed rule the signal can display an aspect permitting the engine to move back to its train at not more than restricted speed.

RLEA is apprehensive that the proposed change in this rule would destroy traffic locking in traffic control territory. RLEA urges that return-to-train signals now in use at many automatic interlockings in traffic control territory offers a satisfactory method for handling switching operations and return to train movements. AAR insists that the proposed revision of this rule will correct a dangerous possibility existing under the present rule.

The change in this rule is designed solely to allow for return-to-train movements. The signals will continue

to be under the control of the control operator and so arranged that conflicting aspects to proceed cannot be displayed.

We find that the method of operation contemplated by the proposed rule is preferable to the method of operation followed under the present rule which, as previously indicated, depends on disregarding signals by special instructions sometimes issued verbally. The proposed rule will accordingly be adopted.

Rule 587

Departure test.—A test of the automatic train-stop, train-control, or cab-signal apparatus on each locomotive, except locomotives and multiple-unit cars equipped with mechanical trip stop only, shall be made over track elements or test circuits **or with portable test equipment, either** on departure of locomotive from its initial terminal **or,** if locomotive apparatus is cut out between initial terminal and equipped territory, *immediately* prior to entering equipped territory, to determine if such apparatus is in service and is functioning properly. **If a locomotive makes more than one trip in any 24-hour period only one departure test shall be required in such 24-hour period.** If departure test is made by an employee other than engineman, the engineman shall be informed of the results of such test and a record kept thereof.

Since the advent of the diesel power, some engines may run as much as 2,000 miles after leaving their initial terminal before entering territory equipped with automatic train stop or train control systems. It is neither practical nor economical to leave the equipment cut in for such distances after having made the departure test upon leaving the initial terminal. In such circumstances, the equipment is cut out and must, under the present rule, be tested again before entering equipped territory. The proposed rule would permit a departure test to be made either on departure of locomotive from its initial terminal or if locomotive apparatus is cut out between initial terminal and equipped territory, prior to entering such territory. The main thrust of RLEA's objection to this portion of the rule is the assertion that more not less tests should be required. However, under rule 567 which is not here in issue, train movements may be made even though an automatic train stop, train control, or cab signal device fails, provided certain restrictions are observed. We therefore believe that ample protection will be afforded whether the test is made at the initial terminal or immediately before entering equipped territory.

The proposed rule also provides that if a locomotive makes more than one trip in any 24-hour period, only one departure test shall be required in such 24-hour period. This provision eliminates the necessity of making several departure tests a day on equipment such as locomotives and self-propelled passenger cars used in suburban or turn-around service which make several round trips daily between the same points. In view of the additional protection afforded by rule 567, we conclude that one test during a 24-hour period as proposed is sufficient.

The proposed rule also permits use of portable test equipment for making departure tests, which is not permitted under the present rule. The Bureau has received numerous requests for individual relief from the requirements of this rule so that portable test equipment may be used instead of permanent testing equipment. The record indicates that portable test equipment has been found to be as reliable and efficient as permanent installations and we find that the use of portable equipment should be authorized as proposed.

We conclude that the proposed rule should be adopted.

Rule 602

Operation in conjunction with automatic block signal system.—Where these devices are in use in automatic block signal territory they shall be arranged to operate in conjunction with the auomatic block signal system.

The reason for the proposed deletion of the rule in its entirety is that recent technological developments have improved radio communication to such an extent that train crews are informed more promptly of the presence of dragging equipment by radio than by indication of automatic signals. Dragging equipment detectors are not required by the Commission. The Bureau asserts that when a railroad elects to install such protection it should be free to choose the method by which a train crew is informed of actuation of the device.

Some railroads have made extensive installations of hot-box detectors whereby the information that the train has a hot journal is transmitted by radio either directly to train crew from the location of the detector or from a central point where the information is rebroadcast to train. Several of these railroads have elected to install dragging equipment detectors at the same location as the hot-box detectors, so that the radio equipment at these locations can also be used to inform the crew of the presence of dragging equipment. At the present time, individual applications for relief from the requirements of this section must be filed and approved by the Commission in order to install dragging equipment detectors in this manner.

The Bureau urges that the deletion of this rule will increase safety, rather than decrease it. Part of the support for this position is that when a dragging equipment detector is arranged to operate in conjunction with the automatic signal system, it is required, upon actuation, that the first signal in approach to the signal where train is required to stop will display an approach aspect. Under this arrangement a long train may travel several miles before it is stopped. In the meantime, the dragging equipment may have caused a derailment. On the other hand, if the train crew is informed by radio of the presence of dragging equipment, the train can be stopped immediately, thereby reducing the danger of derailment. RLEA contends that the use of radio for reporting dragging equipment places a further responsibility upon the train dispatcher, and leaves open the possibility that the dispatcher may not pass the information on by radio. We find that the record does not support RLEA's contention that radio communication is not an effective means of notifying train crews of dangerous conditions.

The main objective of deleting the present rule is to have increased use of these detection devices by removing the burden under which these devices must now be installed. We find that the ultimate result of the proposed deletion of rule 602 will increase rather than decrease safety and we accordingly conclude that this rule should be deleted as proposed.

We conclude that the proposed rules as revised in this report will not impair safety and, giving due consideration to efficient and economical service, that they should be adopted.

Contentions of the parties concerning fact or law not specifically disposed of herein have been considered and found not justified or their disposition not necessary to the proper resolution of the issues.

An appropriate order will be entered.

TITLE 49—TRANSPORTATION

CHAPTER 1—INTERSTATE COMMERCE COMMISSION
SUBCHAPTER A—GENERAL RULES AND REGULATIONS
PART 136—INSTALLATION, INSPECTION, MAINTENANCE, AND REPAIR OF SYSTEMS, DEVICES, AND APPLIANCES

ORDER

EX PARTE NO. 171
RULES, STANDARDS, AND INSTRUCTIONS FOR INSTALLATION, INSPECTION, MAINTENANCE, AND REPAIR OF AUTOMATIC BLOCK SIGNAL SYSTEMS, INTERLOCKING, TRAFFIC CONTROL SYSTEMS, AUTOMATIC TRAIN STOP, TRAIN CONTROL AND CAB SIGNAL SYSTEMS AND OTHER SIMILAR APPLIANCES, METHODS AND SYSTEMS.

At a Session of the Interstate Commerce Commission, Division 3, held in its office in Washington, D. C., this 24th day of January, A.D. 1966

It appearing, That on May 25, 1962, the Commission, Division 3, issued a notice of proposed rule making in this proceeding, under authority of section 25 of the Interstate Commerce Act, as amended, (49 U.S.C. 26) and section 4(a) of the Administrative Procedure Act (5 U.S.C. 1003), looking to the revision, modification, or amendment of certain of the Rules, Standards, and Instructions for Installation, Inspection, Maintenance, and Repair of Automatic Block Signal Systems, Interlocking, Traffic Control Systems, Automatic Train Stop, Train Control, and Cab Signal Systems, and Other Similar Appliances, Methods, and Systems prescribed by the Commission, Division 3, by order of June 29, 1950, as amended:

It further appearing, That hearing on the matters and things involved has been held, and that all evidence adduced at said hearing has been properly considered;

And it further appearing, That said Division having on the date hereof made and filed a report containing its findings of facts and conclusions thereon which said report is hereby referred to and made a part hereof; and good cause appearing therefore;

It is ordered, That all the Rules, Standards, and Instructions set forth below shall, on the effective date hereof, supersede all corresponding rules and instructions prescribed by the order of June 29, 1950, as amended, but that the order of June 29, 1950, shall, in all other respects, remain in full force and effect;

It is further ordered, That 49 C.F.R. 136 be and the same is hereby amended to read as follows:

136.0 *Applicability of this part.*—The following rules, standards, and instructions are hereby approved and prescribed for observance by each common carrier subject to the provisions of section 25 of the Interstate Commerce Act, on and after March 31, 1966, unless otherwise indicated.

SUBPART A, RULES AND INSTRUCTIONS ALL SYSTEMS

General

136.2 *Grounds.*—Each circuit, the functioning of which affects the safety of train operations, shall be kept free of any ground or combination of grounds which will permit a flow of current equal to or in excess of 75 percent of the release value of any relay or other electromagnetic device in the circuit, except circuits which include any track rail and except the common return wires of single-wire, single-break, signal control circuits using a grounded common, and alternating current power distribution circuits which are grounded in the interest of safety.

136.6 *Hand-operated switch equipped with switch circuit controller.* — Hand-operated switch equipped with switch circuit controller connected to the point, or with facing-point lock and circuit controller, shall be so maintained that when point is open one-fourth inch or more on facing-point switch and three-eighths inch or more on trailing-point switch, track or control circuits will be opened or shunted or both, and if equipped with facing-point lock with circuit controller, switch cannot be locked. On such hand-operated switch, switch circuit controllers, facing-point locks, switch-and-lock movements, and their connections shall be securely fastened in place, and contacts maintained with an opening of not less than one-sixteenth inch when open.

136.11 *Adjustment, repair, or replacement of component.*—When any component of a system or interlocking, the proper functioning of which is essential to the safety of train operation, fails to perform its intended signalling function, it shall be adjusted, repaired or replaced without undue delay.

136.16 *Relief.*—Relief from the requirements of this part will be granted upon an adequate showing by an individual carrier. Relief heretofore granted to any carrier by order of the Commission shall constitute relief to the same extent from the requirements of this part.

Track Circuits

136.51 *Track circuit requirements.*—Track relay shall be in deenergized position whenever any of the following conditions exists, and the track circuit of an automatic train-stop, train-control, or cab-signal system shall be deenergized in the rear of the point where any of the following conditions exists:

(a) When a rail is broken or a rail or switch-frog is removed except when a rail is broken or removed in the shunt fouling circuit of a turnout or crossover, provided, however, that shunt fouling circuit may not be used in a turnout through which permissible speed is greater than 45 miles per hour. It shall not be a violation of this requirement if a track circuit is energized: (1) When a break occurs between the end of rail and track circuit connector; within the limits of rail-joint bond, appliance or other protective device, which provides a bypath for the electric current, or (2) As result of leakage current or foreign current in the rear of a point where a break occurs or a rail is removed.

(b) When a train, locomotive, or car occupies any part of a track circuit, including fouling section of turnout except turnouts of hand-operated main track crossover. It shall not be a violation of this requirement where the presence of sand, rust, dirt, grease, or other foreign matter prevents effective shunting, except that where such conditions are known to exist adequate measures to safeguard train operation must be taken.

(c) Where switch shunting circuit is used:

1. Switch point is not closed in normal position.
2. A switch is not locked where facing-point lock with circuit controller is used.

3. An independently operated fouling-point derail equipped with switch circuit controller is not in derailing position.

SUBPART B, AUTOMATIC BLOCK SIGNAL SYSTEMS

Standards

136.201 *Track-circuit control of signals.*—The control circuits for home signal aspects with indications more favorable than "proceed at restricted speed" shall be controlled automatically by track circuits extending through the entire block.

136.204 *Track signaled for movement in both directions, requirements.*—On track signaled for movements in both directions, a train shall cause one or more opposing signals immediately ahead of it to display the most restrictive aspect, the indication of which shall be not more favorable than "proceed at restricted speed." Signals shall be so arranged and controlled that if opposing trains can simultaneously pass signals displaying proceed aspects and the next signal in advance of each such signal then displays an aspect requiring a stop, or its most restrictive aspect, the distance between opposing signals displaying such aspects shall be not less than the aggregate of the stopping distances for movements in each direction. Where such opposing signals are spaced stopping distance apart for movements in one direction only, signals arranged to display restrictive aspects shall be provided in approach to at least one of the signals. Where such opposing signals are spaced less than stopping distance apart for movements in one direction, signals arranged to display restrictive aspects shall be provided in approach to both such signals. In absolute permissive block signaling when a train passes a head block signal it shall cause the opposing head block signal to display an aspect requiring a stop.

SUBPART C, INTERLOCKING

Standards

136.301 *Where signals shall be provided.*—Signals shall be provided to govern train movements into and through interlocking limits, except that a signal shall not be required to govern movements over a hand-operated switch into interlocking limits if the switch is provided with an electric lock and a derail at the clearance point, either pipe-connected to the switch or independently locked, electrically. Electric locks installed under this rule must conform to the time and approach locking requirements of Rule 314 (without reference to the 20-mile exceptions), and those of either Rule 760 or Rule 768, as may be appropriate.

136.302 *Track circuits and route locking.*—Track circuits and route locking shall be provided. Route locking shall be effective when the first pair of wheels of a locomotive or car passes a point not more than 13 feet in advance of the signal governing its movement.

Note 1. Existing installations on each railroad, which do not conform to the requirements of this section shall be brought into conformity on or before December 31, 1970.

136.303 *Control circuits for signals, selection through circuit controller operated by switch points or by switch locking mechanism.*—The control circuit for each aspect with indication more favorable than "proceed at restricted speed" of power-operated signal governing movements over switches, movable-point frogs and derails shall be selected through circuit controller operated directly by switch points or by switch locking mechanism, or through relay controlled by such circuit controller, for each switch, movable-point frog, and derail in the routes governed by such signal. Circuits shall be arranged so that such signal can display an aspect more favorable than "proceed at restricted speed," only when each switch, movable-point frog, and derail in the route is in proper position.

Note. Existing installations on each railroad, which do not conform to the requirements of the section shall be brought into conformity on or before December 31, 1970.

136.305 *Approach or time locking.*—Approach or time locking shall be provided in connection with signals displaying aspects with indications more favorable than "proceed at restricted speed."

136.311 *Signal control circuits, selection through track relays, and through signal mechanism contacts and time releases at automatic interlocking.*—The control circuits for aspects with indications more favorable than "proceed at restricted speed" shall be selected through track relays for all track circuits in the route governed, or through repeating relays for such track relays. At automatic interlocking, signal control circuits shall be selected (1) through track relays for all track circuits in the route governed, and in all conflicting routes within interlocking limits, or through repeating relays for such track relays; (2) through signal mechanism contacts or relay contacts closed when signals for such conflicting routes display stop aspects; and (3) through normal contacts of time releases for such conflicting routes or contacts of relays repeating the normal position of contacts of such time releases.

136.312 *Movable bridge, interlocking of signal appliances with bridge devices.*—When movable bridge is protected by interlocking the signal appliances shall be so interlocked with bridge devices that before a signal governing movements over the bridge can display an aspect to proceed the bridge must be locked and the track aligned, with the bridge locking members within one inch of their proper positions and with the track rail on the movable span within three-eighths inch of correct surface and alignment with rail seating device on bridge abutment or fixed span.

136.314 *Electric lock for hand-operated switch or derail.*—Electric lock shall be provided for each hand-operated switch or derail within interlocking limits, except where train movements are made at not exceeding 20 miles per hour. At manually operated interlocking it shall be controlled by operator of the machine and shall be unlocked only after signals governing movements over such switch or derail display aspects indicating stop. Approach or time locking shall be provided.

Rules and Instructions

136.328 *Plunger of facing-point Lock.*—Plunger of lever operated facing-point lock shall have at least 8-inch stroke. When lock lever is in unlocked position the end of the plunger shall clear the lock rod not more than one inch.

136.339 *Mechanical locking, maintenance requirements.*—Locking and connections shall be maintained so that, when a lever or latch is mechanically locked the following will be prevented:

(a) **Mechanical machine.**

(1) Latch-operated locking. Raising lever latch block

so that bottom thereof is within three-eighths inch of top of quadrant.

(2) Lever-operated locking. Moving lever latch block more than three-eighths inch on top of quadrant.

(b) **Electromechanical machine.**

(1) Lever moving in horizontal plant. Moving lever more than five-sixteenths inch when in normal position or more than nine-sixteenths inch when in reverse position.

(2) Lever moving in arc. Moving lever more than 5°.

(c) **Power machine.**

(1) Latch-operated locking. Raising lever latch block so that bottom thereof is within seven thirty-seconds inch of top of quadrant.

(2) Lever moving in horizontal plane. Moving lever more than five-sixteenths inch when in normal position or more than nine-sixteenths inch when in reverse position.

(3) Lever moving in arc. Moving lever more than 5°.

SUBPART D, TRAFFIC CONTROL SYSTEM

Standards

136.402 *Signals controlled by track circuits and control operator.*—The control circuits for home signal aspects with indications more favorable than "proceed at restricted speed" shall be controlled by track circuits extending through entire block. Also in addition, at controlled point they may be controlled by control operator, and, at manually operated interlocking, they shall be controlled manually in cooperation with control operator.

136.404 *Signals at adjacent controlled points.*—Signals at adjacent controlled points shall be so interconnected that aspects to proceed on tracks signaled for movements at greater than restricted speed cannot be displayed simultaneously for conflicting movements.

136.405 *Track signaled for movements in both directions, change of direction of traffic.*—On track signaled for movements in both directions, occupancy of the track between opposing signals at adjacent controlled points shall prevent changing the direction of traffic from that which obtained at the time the track became occupied, except that when a train having left one controlled point reaches a section of track immediately adjacent to the next controlled point at which switching is to be performed, an aspect permitting movement at not exceeding restricted speed may be displayed into the occupied block.

136.407 *Approach or time locking; where required.*—Approach or time locking shall be provided for all controlled signals.

136.408 *Route locking.*—Route locking shall be provided where switches are power-operated. Route locking shall be effective when the first pair of wheels of a locomotive or car passes a point not more than 13 feet in advance of the signal governing its movement.

Note 1. Existing installations on each railroad, which do not conform to the requirements of the last sentence of this section shall be brought into conformity on or before December 31, 1970.

SUBPART E, AUTOMATIC TRAIN STOP, TRAIN CONTROL AND CAB-SIGNAL SYSTEMS

Standards

136.502 *Automatic brake application, initiation by restrictive block conditions stopping distance in advance.*—An automatic train-stop or train-control system shall operate to initiate an automatic brake application at least stopping distance from the entrance to a block, wherein any condition described in 136.205 obtains, and at each main track signal requiring a reduction in speed.

136.504 *Operation interconnected with automatic block-signal system.*—An automatic train-stop or train-control system shall operate in connection with an automatic block-signal system and shall be so interconnected with the signal system as to perform its intended function in event of failure of the engineman to obey a main track signal requiring a reduction in speed.

RULES AND INSTRUCTIONS, LOCOMOTIVES

136.553 *Seal, where required.*—Seal shall be maintained on any device other than brake-pipe cut-out cock (double-headed cock), by means of which the operation of the pneumatic portion of automatic train-stop or train-control apparatus can be cut out.

136.564 *Acknowledging time.*—Acknowledging time of intermittent automatic train-stop device shall be not more than 30 seconds.

INSPECTION AND TESTS, ROADWAY

136.576 *Roadway element.*—Roadway elements, except track circuits, including those for test purposes, shall be gauged monthly for height and alignment, and shall be tested at least every 6 months.

136.587 *Departure test.*—A test of the automatic train-stop, train-control, or cab-signal apparatus on each locomotive, except locomotives and multiple-unit cars equipped with mechanical trip stop only, shall be made over track elements or test circuits or with portable test equipment, either on departure of locomotive from its initial terminal or, if locomotive apparatus is cut out between initial terminal and equipped territory, prior to entering equipped territory, to determine if such apparatus is in service and is functioning properly. If a locomotive makes more than one trip in any 24-hour period only one departure test shall be required in such 24-hour period. If departure test is made by an employee other than engineman, the engineman shall be informed of the results of such test and a record kept thereof.

136.602 Delete

SUBPART G, DEFINITIONS

136.802a *Siding*—An auxiliary track for meeting or passing trains.

136.831a *Track, main.*—A track, other than auxiliary track, extending through yards and between stations, upon which trains are operated by timetable or train orders, or both, or the use of which is governed by block signals.

It is further ordered, That this order shall become effective March 31, 1966, and shall remain in full force and effect until further order of the Commission;

And it is further ordered, That copies of this order be served upon all parties of record herein, and that notice shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing a copy thereof with the Director, Office of the Federal Register. Authority. 136.0 to 136.838 issued under sec. 12, 24 Stat. L. 383, as amended; 49 U.S.C. 12. Interpret or apply sec. 441, 41 Stat. L. 498, as amended; 49 U.S.C. 26.

By the Commission, Division 3.

news from Canada

Organized Labor Protests Use of Injunctions

Claude Jodoin, president of the Canadian Labour Congress, recently outlined the views of the CLC with regard to ex parte and continuing injunctions. The position was defined in a policy statement which had been approved by the organization's Executive Council.

The statement follows:

"The growth of trade unions and the expansion of collective bargaining relationships bring into sharp focus problems which affect the future not only of labour and management but of the issue of civil rights of trade unionists. These are the use of the ex parte and continuous injunction and the freedom of striking workers to picket.

"Organized labour protests the use of these injunctions. It is, in the first instance, a perversion of the judicial process since it is intended less to protect property or prevent violence than to provide the employer with a weapon against his striking employes. These injunctions seem to be applied almost solely against trade unions. The trade union is, by the very nature of the process, precluded from answering the allegations about it. In the case of ex parte injunctions it is confronted by what is in effect a court order arrived at secretly by a judge upon representations by the employer alone. The delay between the issuance of the injunction and the union's attempt to challenge it is often long enough for the employer to break the strike. This does not conduce to respect for the judicial process among working people. The ex parte injunction should be excluded from the area of labour-management relations since it is contrary to a basic principle of Canadian justice which is that courts should listen to all sides before passing a judgment.

"Picketing has been recognized as a means of communication by striking workers since unions came into being. It is a trade union method of advertising the existence of a strike and persuading workers from entering the struck plant and customers and others from dealing with the struck employer. It is an open and frank expression of a labour dispute and is recognized and sanctioned as such by law and by custom. There have been serious attempts, however, in recent years, to inhibit the right to picket and to render it i n e f f e c t u a l, through the use of the ex parte injunction and through restrictions on the number and location of pickets.

"The right to engage in peaceful picketing must be maintained. It must not be rendered ineffective by prohibitions against so-called mass picketing or picketing at places other than at the struck plant itself. The right of communication must not be inhibited by such limitations. Workers must have the right freely to inform the public that they are on strike and to seek public support for their action. For the legislatures and the courts to provide less than that is to array the community on the side of the employer, to curtail or even destroy an elementary civil right and to undermine the belief of the trade union member that he lives in a free society. Prompt and effective action is needed at both the provincial and federal levels to establish the essential right of workers, whether in large or small numbers, to picket without hindrance as long as they do so peacefully."

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Applicants must be qualified by practical experience in all classes of Signal work

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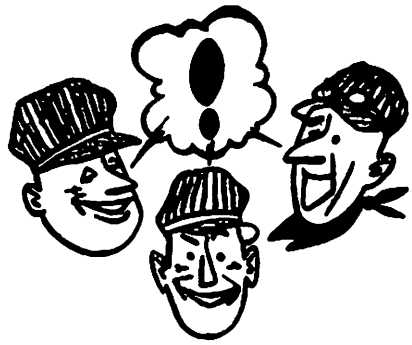


Don't spend all your energy trying to love your enemies. Treat your friends better too.

MISS SPELLER

"What's your name, young lady?"
"Portia."
"Eh? What's that again?"
"Portia."
"How do you spell it?"
"P-O-R-T-I-A. P as in pod, O as in circle, R as in to be, T as in cup, I as in my face, and A as in the first letter—of the alphabet."

He who thinks he knows it all is most annoying to those of us who do.

CAN WHEN YOU CAN'T

The tourist stopped at the farmhouse. "Pardon me," he said to the farmer, "what do you do with all that corn?"
"We eat what we can. What we can't eat, we can."
The tourist looked blank. His wife nudged him and asked, "What did he say?"
"I don't know. He said they ate what corn they could, and what they couldn't eat, they ate."

Worse than a quitter is a no beginner.

HAPPY DETOURING

Summer is that season when they close down the regular roads and open the detours.

Give me performance, not excuses!

OUT ON A LIMB

"Do you know how to catch a squirrel?"
"No, how?"
"Climb a tree and act like a nut!"

FAST THINKING

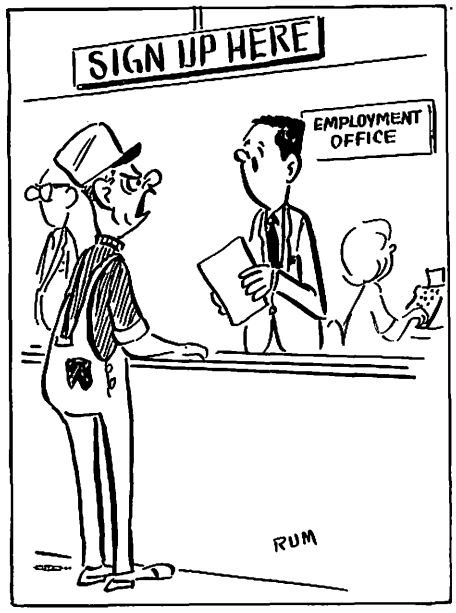
He was limping. "What's the trouble," asked the foreman. "Hurt yourself?"
"No—got a nail in my foot," he replied.
"Why don't you go to the nurse's office?" exclaimed the foreman.
"What! On my lunch hour?"

Some people speak as they think. Many can not.

TRICKY TRACKS

The train stopped suddenly. "What's happened, Conductor?" asked a lady.
"Nothing much; we just ran over a cow."
"Was it on the track?"
"No," replied the conductor, "we chased it into the barn."

An American has more food to eat than a man of any other country, and more diets to keep him from eating it.



"Certainly I understand the economics of automation! Why do you think I'm here?"

YOU HEARD IT?

When an Englishman is told a joke, he laughs three times: First, to be polite; second, and third, when he catches on.
When a Russian is told a joke, he laughs twice: First, to be polite, and second, when the joke is explained. He doesn't catch on.
When a Frenchman is told a joke, he laughs once: Before he catches on.
When an American is told a joke, he doesn't laugh at all. He's heard it before.

The time to start saving for a rainy day is when the sun is shining.

ARTLESS ART

Artist: "It took me twenty years to recognize that I have no talent as a painter."
Friend: "Does that mean you're giving up your brush and palette?"
Artist: "Can't afford to now. The art collectors like my crazy paintings."

A procrastinator is one who puts off until tomorrow the things he has already put off until today.

GOOD TRADE

An elderly lady from Boston was being shown about London by a boastful English relative.
English Relative: "Now, here is a cannon we captured at Bunker Hill."
Visitor (politely): "How interesting. You have the cannon. We have the hill."

Dog is not man's best friend. Ever try to borrow some money from one?

NO SHAM AT ALL

Barber: "How about a shampoo?"
Hairy Head: "I'll have a real poo or nothing."

Now that you've learned to read, read to learn.

DISH DISPOSAL

Mother heard a loud crash from the kitchen. "More dishes?" she asked.
"No, Mother. Less."

By SIDNEY MARGOLIUS, for The Signalman's Journal

Tax Laws Unfair But Know All Your Deductions

Our tax laws notoriously favor higher-income taxpayers. For one reason, the complexity of the laws benefit wealthy taxpayers who can employ tax lawyers and accountants. For another, there is a whole set of loopholes usable by well-to-do-people. These include the oil and mineral depletion allowance, which enables many companies and investors to have large amounts of income tax free; the tax-free income on state and local bonds which can be bought only by large investors because they are sold in $1000 units, and the lower tax rates permitted for capital gains on investments, compared to the rates on income earned by working for it.

But unless a working family knows its own tax deductions thoroughly, it adds to the inequity. You simply shoulder more of the tax burden than you need to.

Often oversights occur because people do not take the trouble to learn the rules applying to them. This writer has observed such instances as a young couple forfeiting an exemption for a dependent parent because he had exactly one dollar too much of income, and a family losing an exemption for a son in college because it failed to keep track of their actual expenditures for him. Two especially hard-working and careful-managing families were losing deductions, one for failing to claim depreciation on a house it rented out; the other, because it overlooked some of its deductible contributions and job expenses.

Deduction Choice Vital

Moderate-income taxpayers often take the easy way and fill out a short-form return when they might pay less by itemizing deductions on the long form. The right way is to first "try out" itemizing as against taking a standard deduction.

It is important to understand that if you don't have enough deductions to make itemizing worthwhile, you now have a choice of two standard deductions. You can take 10 per cent of your adjusted gross income, or the "minimum standard deduction" which went into effect last year.

The minimum standard deductions allows you $200, plus $100 for each exemption. For example, a couple with two children could claim a minimum standard deduction of $600 ($200 plus $100 for each of their four exemptions). If their itemized deductions would not come to $600, and their adjusted gross income is under $6000, this is the type of deduction this couple should use instead of either itemizing or taking the 10 percent allowance.

YOUR MONEY'S WORTH
by Sidney Margolius
BEWARE "MEDICARE" CON MEN
SWINDLERS HAVE BEEN VISITING ELDERLY PEOPLE CLAIMING THEY REPRESENT THE SOCIAL SECURITY OFFICE. THEY OFFER DISCOUNTS FOR "ADVANCE PAYMENT" OF THE $3 A MONTH FEE FOR "PLAN B," THE VOLUNTARY SUPPLEMENTARY DOCTOR-BILL INSURANCE. THESE FAKE "REPRESENTATIVES" CLAIM THEY ARE AUTHORIZED BY THE ADMINISTRATION. DON'T DEAL WITH THEM!
GENUINE SOCIAL SECURITY REPRESENTATIVES USUALLY DO NOT MAKE UNSOLICITED HOUSE CALLS. PHONE YOUR LOCAL SOCIAL SECURITY OFFICE IF ANYONE CLAIMS TO BE "AUTHORIZED" TO SELL YOU INSURANCE OR COLLECT MONEY.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S CLOTHING INSIST ON THE LABEL AT THE RIGHT. WHEN YOU SHOP FOR POTTERY PRODUCTS LOOK FOR THE LABEL AT THE LEFT
LADIES GARMENT WORKERS UNION MADE
ILGWU

The minimum standard deduction is especially helpful to working children. So be sure your child files a tax return to claim a refund on taxes deducted from his pay on any part-time work he did. A part-time worker is not liable for any tax until he earns over $900 for the year, since he gets a $600 exemption for himself, plus the minimum standard deduction of $200 plus $100.

Even though your dependent child claims himself as an exemption on his return, you can claim him on yours, if he is under 19 or a full-time student, provided you do pay more than half his support.

Elderly Dependents

Except for the working child, you cannot take an exemption for a dependent who has gross taxable income of $600 or more. But the medical expenses you pay for a dependent parent 65 or older can be included in your medical deduction even though he or she may not be claimed as an exemption on your return. (Sometimes it may be better to pay a parent's medical bills than give cash.)

In determining whether you can claim an elderly relative as a dependent, both the $600 income test and the over-50 percent support test are considered. While Social Security and several other types of income are tax-free, still they are visible means of support unless not so used (some may be banked). Suppose your parent gets $900 a year from Social Security, and has $180 of other income. You contribute an additional $1075, you could not claim the exemption since your contribution is not over 50 percent of the total support expense. But if you can make an agreement to give one of you the exemption.

If several members of a family together contribute over half the support but no one more than half, you can make an agreement to give one of you the exemption.

Overlooked Exclusions, Deductions

Here is a checklist of important exclusions and deductions wage-earners sometimes overlook:

Sick pay, within certain limits, can be excluded from your pay on page 1 of Form 1040, whether or not you itemize deductions.

Medical expense deductions you can take, in addition to the obvious doctor, dentist and hospital fees, include fare to get treatment, or car expenses at five cents a mile; eyeglasses; ordinary household medi-

cines as well as prescriptions; vitamins if advised by a doctor; health insurance premiums including those deducted from your paycheck; equipment bought for an ill person; nursing expenses.

Contributions can include donations of goods and foods to charitable and church organizations as well as cash, and the use of your car at five cents a mile when performing services for such organizations.

Job expenses including union dues; distinctive work clothing and safety apparel including costs of repairing and laundering; tools, technical books, and under some circumstances, travel expenses.

Employe education costs are deductible if required as a condition of keeping your job, wage or status, or to improve the skills needed in your present job.

Child care expenses of working mothers and widowers, and other fathers in some circumstances, are deductible under specific conditions and limits, even if you pay a relative for the child care.

Casualty losses over $100 if nonreimbursed are deductible for losses due to accidents, storms, other "sudden" events; also thefts.

Sales taxes are deductible, and easier to estimate because the tax instructions with your forms for the first time show amounts that may be deducted in various states in relation to income. But remember to increase the suggested deduction if you also have a local as well as state sales tax, or if you paid an unusually large amount last year, as in buying a car.

GRS Appoints George Director, Transportation Automation Systems

The appointment of Franklin George as director of transportation automation systems at General Railway Signal Company, a unit of General Signal Corporation, was announced by L. T. Freed, vice president, sales.

George

In this capacity, Franklin George will be responsible for directing the application of GRS equipment so as to meet the requirements of railroad customers for automated information and management systems. He will also coordinate inter-departmental activities within the scope of such systems, reporting to the vice president, sales.

Franklin George joined GRS in 1940 as a technical writer in the Advertising Department. In 1943 he was named assistant advertising manager, and on January 1, 1948 was appointed a sales engineer, working out of the GRS New York Office. He was named New York resident manager in 1952 and eastern manager in 1956. In 1958 he was named assistant to the executive vice president; in 1963 he was appointed manager, general controls and telemetry systems; and in 1965 he was appointed manager, vehicle traffic control—the position he held prior to his recent appointment.

His railroad experience started in 1926, when he joined the Boston and Maine Railroad as a signalman. In 1929, he joined the Canadian Pacific at Toronto, Ontario, where he served in various capacities related to signal installation, inspection and maintenance. While at GRS, he also supervised the installation of several large traffic control projects in 1941 and 1942 on the Canadian National Railways, and again in 1945 on the Boston and Maine Railroad.

He has presented many talks and technical papers on signaling subjects and is active in the field of automatic controls. He is a member of the Communication and Signal Section of the Association of American Railroads, the Toronto Railway Club, Canadian Railway Club, and the Rochester Chamber of Commerce.

Rogers Appointed Eastern Sales Mgr. for Kerite

James E. Rogers has been named Eastern Sales Manager of the Power-Industrial Division of The Kerite Company.

Kerite is a leading manufacturer of insulated cables used by utilities, railroads, and in general industry.

Mr. Rogers has been with the company for 15 years. After serving in direct sales for the New York and Connecticut areas, he was advanced to Eastern Regional Sales Manager in 1961.

He was graduated from Brown University in 1950. As a member of the U.S. Army Signal Corps, he served in South America, Africa, and the Middle East during World War II.

Mr. Rogers is a member of the Institute of Electrical and Electronics Engineers, and the Brown Engineering Association.

US&S Appoints Hedding Manager of Project Engineering Dept.

Union Switch & Signal Division of Westinghouse Air Brake Company has announced the appointment of Mr. Linnie K. Hedding as Manager, Project Engineering Department.

Hedding

Mr. Hedding joined Union Switch & Signal in 1930 as an apprentice engineer, and since that time has held many positions of increasing importance in the engineering department. Just prior to his present assignment Mr. Hedding was Section Engineer, Process Control Section.

He is a registered professional engineer and a senior member of the Institute of Electronic and Electrical Engineers. He holds 17 patents for electrical apparatus.

Cowan Named Natl. Mgr. of Kerite Power-Industrial Sales

James H. Cowan has been named National Manager, Power-Industrial Sales by The Kerite Company.

Kerite is a leading manufacturer of insulated cables used by utilities, railroads, and in general industry.

He joined the company as a salesman in 1945, following service with the U.S. Army Signal Corps during World War II. In 1955, he was named Philadelphia District Manager. He came to New York as Eastern Manager of Power-Industrial Sales in 1964.

A 1935 graduate of Princeton University, Mr. Cowan is a member of the Institute of Electrical & Electronics Engineers.

YOUR WASHINGTON Reporter

By Richard Lloyd

MESSAGES FROM PRESIDENT Johnson have been flowing into Congress, spelling out the two main goals of the Administration—victory in the Vietnam war and further progress toward the Great Society at home. The messages, in effect, underlined the Administration's contention that America can afford both "guns and butter."

The U. S. House moved forward on these double-barrelled objectives, but in the Senate progress was held back by the stubborn filibuster, waged by a Tory coalition, against consideration of a bill to repeal the repressive Section 14(b) of the Taft-Hartley Act. The coalition of northern Republicans and Southern Dixiecrats was piloted by Sen. Everett Dirksen (R., Ill.), the Senate's GOP leader.

Meantime, the messages from LBJ dealt with the federal budget, stepped-up drive against blight in the cities, an intensified war against poverty in rural areas, maintenance of economic prosperity, revision of the Electoral College, four-year terms for members of the House, foreign aid, and other major issues.

Among the highlights of the various messages were these:

Economic Front

America's present prosperity, already at a peak, will continue to move upward in 1966, with the Gross National Product rising by $40 billion to a total of $722 billion. A prime goal will be to "attain full employment without inflation," though prices are expected to continue rising despite the Administration's wage-price guidelines.

President Johnson, in his economic message, set forth some "main tasks" for 1966. The first is full employment without inflation as mentioned above. The others are:

Wider opportunity for all, "through developing human resources and removing barriers of discrimination, ignorance and ill-health"; "an efficient transportation system, protection of our environment, health of our agriculture and reconstruction of our cities"; "equilibrium in the nation's external payments and improvements in the international economic order"; and enlistment of "the voluntary cooperation of business, labor and other groups" in achieving the national purpose.

Transportation

Creation of a Cabinet-level Department of Transportation so as to coordinate functions of 34 different federal agencies that now spend $5 billion a year on transportation.

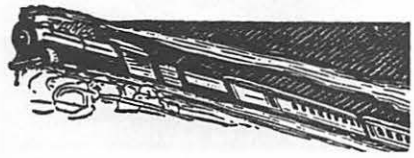
On this matter, the President declared that "the revolutionary changes in transportation technology of the past half-century have not been matched by equal progress in our public policies and federal organization." He added that the proposed new department would "take leadership in the development of new transportation policies in accord with current realities." He was to spell this out in further detail in a message on transport.

Cities

The President proposed expenditure of $2.3 billion over the next six years on a "Demonstration City Program" under which over 60 cities would be picked to receive large federal grants for carrying out acceptable plans to rehabilitate slums, modernize transport and improve many basic facilities and services needed by urban populations.

Rural Areas

LBJ proposed creation of community development districts embracing several counties in each. Thereby, resources would be combined to provide a complete set of public services necessary to combat poverty, and assure greater economic and cultural growth in these areas. Federal aid would be provided.



Labor

Improved unemployment insurance, expanded minimum wage benefits, repeal of Section 14(b) of the Taft-Hartley Act, and enactment of a law to "deal with strikes which threaten irreparable damage to the national interest." At this writing, the President had not yet given details on the latter point.

Civil Rights

New measures to bar discrimination in jury selection, make it a serious federal crime to obstruct civil rights, and outlaw discrimination in sale and rental of housing.

Elections

Revise and toughen the laws governing campaign contributions and spending.

Consumers

Pass the "truth in lending" and "truth in packaging" bills, and strengthen laws to curb harmful drugs and cosmetics.

Pollution

Undertake greater efforts to end water pollution in rivers and lakes through an expanded cooperative program.

Budget

Outlays of $112.8 billion were recommended for the fiscal year, starting July 1. Of this, about 57 percent would go for national defense and related international programs. For the Vietnam war alone, expenditures of $10.3 billion were estimated for the fiscal year.

Also, another 31 percent of the budget would go for such items as interest on the national debt, payments to veterans and for a classification entitled "other" which includes many items related to defense and war.

Only 12 percent would go for "education, health, welfare and housing"—that is, the mainstays of the Great Society at home. Gross spending for these programs would rise by about $3 billion.

There would be no direct tax increase at present, but excise tax cuts on autos and telephone service, which went into effect Jan. 1, would be rescinded. Also, tax withholding from incomes would be changed from a flat 14 percent to a graduated scale of 14 to 30 per-

cent. In addition, corporate tax payments would be accelerated by a change in reporting requirements. Combined, these steps would yield about another $4.7 billion in the next fiscal year.

Total revenues for the fiscal year were estimated at $111 billion, thus leaving a deficit of $1.8 billion, considerably less than in the past year.

Electoral Changes

The term of House members would be doubled, from two to four years. LBJ said this would free the members from being forced to campaign each two years; enable members to give more time to work on the great questions before Congress; reduce the cost of holding congressional office, and attract the best men into competing for House seats.

Also, the President proposed abolition of the Electoral College in its present form. His plan would retain the system under which a presidential winner would take all of a state's electoral vote, but would eliminate the setup whereby unpledged electors could vote for other than the winner.

New Transportation Developments

There were other developments on Capitol Hill involving transportation. President Johnson called for expansion of the present program of federal aid for mass transit, and he said a program for research and demonstration of high-speed intercity trains will be actively pursued.

Meanwhile, Sen. Harrison Williams (D., N.J.), long a champion of action to ease transport problems in the cities, introduced a bill to provide a much broadened program of federal aid to preserve and modernize commuter rail and mass transit service.

Under his plan, federal subsidies would be provided to meet two-thirds of the operating losses of any commuter transportation facility in a metropolitan area, conditioned on a massive modernization of equipment and a long-range improvement program. Also, federal grants would cover two-thirds of the cost of such modernization.

Commuter railroads would be barred from abandoning passenger services without first taking advantage of the new subsidy program to determine whether that would overcome existing losses. Other members of the House and Senate have introduced similar bills to deal with the problem.

Santa Fe Agreement Revisions Completed

A revision of our Brotherhood's working agreement was completed with the Santa Fe Railroad on February 2 and will become effective May 1, 1966.

Section 6 Notice, filed February 26, 1962 requested several different classifications under the agreement. The following were made a part of the new agreement: Special TCS Signal Maintainer, Leading Automatic Retarder Signal Maintainer, Leading Retarder Signal Maintainer, Leading TCS Signal Maintainer, Leading Signal Shop Signalman, Signal Shop Signalman and Signal Shop Foreman.

Vice President B. H. Steuerwald explained that "except for the signal shop foreman these positions are all covered by new hourly rates of pay. We were able to obtain an increase of $21.10 a month for the shop foreman."

The scope rule of the agreement was changed to include signal equipment such as electric switch heaters, hot box detectors, slide detectors, etc., Steuerwald added.

"We were able to rewrite some of the old rules to clear up some language that had been misinterpreted," Steuerwald said, "several new rules have been included which we hope will benefit our people."

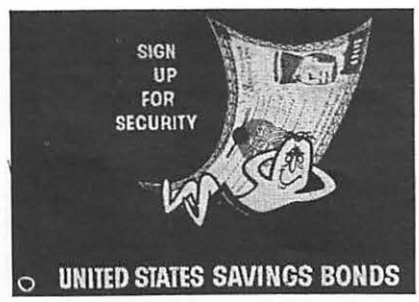
The agreement is to be reproduced by the Carrier in book form and a distribution made to affected persons in the near future.

Death of Railroad Employe Connected With Violation Of Hours of Service Act

The death of a railroad employe from overexertion was attributable to the carrier's violation of the Hours of Service Act. Upholding a jury's verdict for damages in favor of the employe's widow, the U. S. Court of Appeals at Philadelphia approves the trial judge's ruling that the employe was subject to the Act while sweeping snow from track switches.

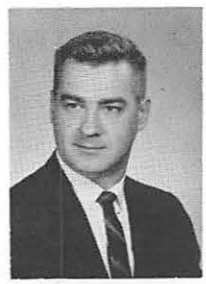
The Act makes it unlawful for any employe "actually engaged in or connected with the movement of trains" to be kept on duty for more than 16 hours in one stretch of time. In this case, the employe was marooned by a winter storm at a station between his home and customary place of work. After working about the station during the daylight hours, he was sent to a point on the right-of-way, where he spent the night sweeping snow from automatic track switches. In the early morning hours, having been on continuous duty for more than 16 hours, the employe died of a heart attack brought on by overexertion.

In a suit for damages brought by the employe's widow, the carrier's violation of the Hours of Service Act was asserted as legally uncontestable proof of negligence. On appeal by the employer from the lower court's ruling that the employe was engaged at the time of his death in work covered by the Act, the CA-3 agrees that keeping switches open to assure the safe passage of traffic is work connected with the "movement of a train."



US&S Names Stipancic Sales Engineer

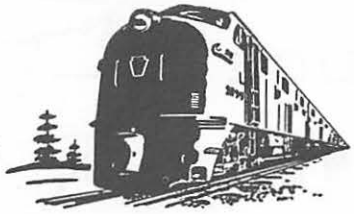
Union Switch & Signal Division of Westinghouse Air Brake Company has announced the appointment of Mr. C. E. Stipancic as Headquarters Sales Engineer in the Railway Marketing Section.



Stipancic

Mr. Stipancic has ten years of experience with Union Switch & Signal and Westinghouse Air Brake Divisions. At Union Switch & Signal he moved progressively through assignments in Design and Development, Project Engineering, and Customer Service. Just recently he completed a two-year temporary assignment as Project Manager assigned to the Westinghouse Air Brake Division.

Railroad NEWS IN BRIEF



THE NEW YORK CENTRAL Railroad Company has ordered electronic overlay track circuit equipment from the General Railway Signal Company, a unit of General Signal Corporation, for the automatic control of gates and flashers at approximately 45 highway crossings in their Western District.

THE GULF MOBILE AND Ohio Railroad has ordered two sets of Wheel Thermo-Scanner Units from General Railway Signal Company, a unit of General Signal Corporation, for delivery to Meridian, Mississippi.

THE ATLANTIC COAST LINE Railroad has placed an order with WABCO, Union Switch & Signal Division for a new Traffic Control Center (TCC), to be installed at Rocky Mount, intended for the control of a portion of the Rocky Mount-Richmond territory.

THE CENTRAL OF GEORGIA Railway Company has ordered material from WABCO, Union Switch & Signal Division, for two complete Highway Crossing Protection Systems.

THE ELGIN, JOLIET AND EASTERN Railway Company has ordered Type J traffic control equipment from General Railway Signal Company, a unit of General Signal Corporation, to expand their remote control installation at Gary, Indiana. The existing control machine at Kirk Yard will be enlarged to handle four added control points.

THE SANTA FE Lines has placed an order with WABCO, Union Switch & Signal Division for Centralized Traffic Control equipment for the York Canyon connections.

THE DENVER AND RIO GRANDE WESTERN Railroad Company has ordered Type J centralized traffic control equipment from General Railway Signal Company, a unit of General Signal Corporation, to add controls between Grant Tower, Salt Lake City, and Ogden, Utah on their Ogden to Utah Railway Junction installation. The existing control machine at Salt Lake City will handle the added control equipment.

THE ST. LOUIS-SAN FRANCISCO Railway Company has ordered material and equipment from WABCO, Union Switch & Signal Division for a remotely controlled interlocking at Tulsa, Oklahoma.

THE NORTHERN PACIFIC Railway has ordered Type K centralized traffic control equipment from General Railway Signal Company, a unit of General Signal Corporation, to expand their Spokane, Washington - Tuscor, Montana installation to Paradise, Montana.

The existing Traffic Master machine—a compact GRS pushbutton control center—will be expanded to handle the necessary additions.

Medicare Benefits Payable Even If Doctor Stays Out of Plan

A PHYSICIAN'S REFUSAL TO participate in the new Federal "medicare" plan will not affect his patients' rights to full benefits under the program. Some eligible persons who have been unaware of this fact have hesitated to sign up for the supplementary medical benefits provided by the program. The Railroad Retirement Board points out, however, that under the medicare law a patient can be reimbursed for covered medical expenses even if his physician does not cooperate with the plan.

Here is how doctor bills will be handled for those who enroll in the supplementary medical benefits plan. Suppose your first covered medical expense under the supplementary plan is your doctor's fee for an operation. You can pay his bill in one of two ways:

- You can pay your doctor the full amount and send your receipt with a claim for benefits to the medicare plan. You will be reimbursed by the medicare plan for the amount of benefits payable.
- You can assign the medicare payment to your doctor if he is willing to accept payment from the medicare plan. You must, of course, pay your doctor your share of the bill. He will file a claim with the medicare plan for the balance.

If you reached age 65 by the end of 1965, you have until March 31, 1966, to sign up for full benefits under the medicare program. Those who enroll for supplemental medical benefits by that date will be covered by the plan when it starts in July 1966. The cost is only $3 a month. If you do not enroll by the March 31 deadline, you will not have another opportunity to join before October 1967 and you cannot be covered for supplemental medical benefits before July 1968. Also, if you enroll at a later date, you will pay a higher premium than if you join now.

Railroad employes and members of their families can obtain additional information about the medicare program at any office of the Railroad Retirement Board. Enrollment cards for the voluntary medical benefits plan have been mailed to eligible persons on the railroad retirement and social security monthly benefit rolls. These cards should be filled out and returned as soon as possible. Other eligible railroad employes and their wives can take action to obtain medicare coverage at any Board office.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Atlantic Coast Line

SAVANNAH, GA. (84). Our regular meeting held recently in Rocky Mount, N. C. was chaired by Chief Signalman C. H. Wellons, assisted by Brothers S. W. Oakley and J. A. Johnson, chaplain and inside semaphore.

The By-Laws revisions and additions as listed in the minutes of the Orlando Meeting, were acted upon and Article III, Sec. 3 (to be added), Article IV, Sec. 6 (to be added), Article V, Sec. 1 (to read), Article VI, Sec. 9 (to be added). These were all voted on. The vote being favorable to their adoption, they will be sent to Grand Lodge for approval and made a part of our By-Laws.

Our sick and injured Brothers are listed as J. R. Cleland, Ralph B. Daniell and R. D. Cannon. To each of these we extend our "Best Wishes," and hope they soon will be able to return to their jobs. A. T. CROOM

Missouri Pacific

SEDALIA, MO. (72). Our regular Local meeting was held at the Claridge Hotel, St. Louis, Mo. on February 12. The meeting was called to order at 9:30 a.m. by Chief Signalman C. W. Fleming.

Minutes of the St. Louis, Mo., Little Rock, Ark., and Coffeyville, Kan. meetings were accepted as read.

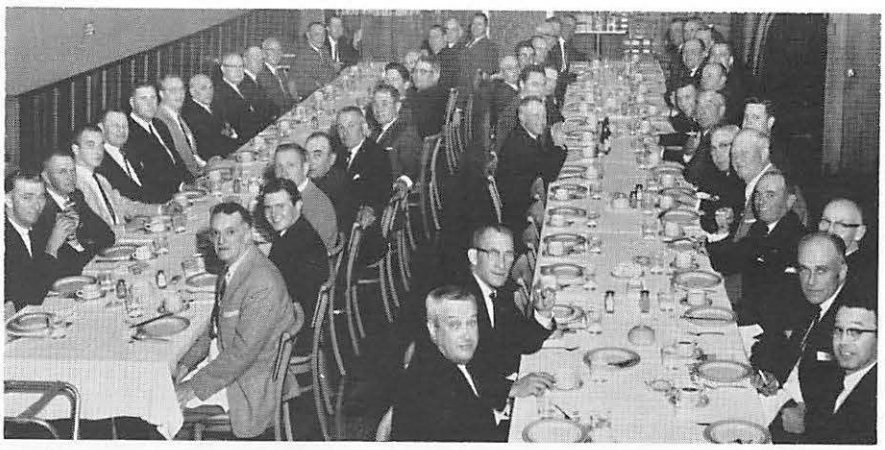
Brother O. F. Zaleuke reported that management had taken the frame cab of their truck and replaced it with a canvas and that at the speed that the truck was being operated, it was too cold for men to ride back there. He also pointed out the dangers to personnel required to ride where tools, material and supplies are laying loose in the truck. The matter will be looked into by the General Chairman.

General Chairman C. S. Warden reported that some progress is being made with management in the interpretation and processing of claims under the job stabilization agreement. It remains to be a good subject for discussion.

A motion was made and passed that the next regular stated meeting scheduled for St. Louis, Mo. be moved to Jefferson City, Mo. for that one date. The meeting will be held August 13 promptly at 11:30 p.m.

Brother Warden pointed out that he had signed an agreement with Management to change some of the maintenance territory in Memphis Terminal.

Brother Fleming requested that everyone be reminded that we will elect officers during August. It is time to start thinking about who you want to represent you for the next three years.



Members of Missouri Pacific Local 72, railroad officers, and other friends are shown as they met at a dinner in honor of retiring signal foreman O. J. Smth. Brother Smith, center of table at left of photo, has been in charge of the signal repair shop at Sedalia, Mo. for several years and was highly respected by all who had the opportunity to work for him during that time.

There were 3 officers and 5 members present at the meeting. G. W. HOLMES

Canadian National

TORONTO, ONT. (165). Our regular first quarter meeting was held February 12, at the Fischer Hotel in Hamilton, Ontario. This meeting was very well attended. There were 33 members present.

The meeting was opened by Chief Signalman W. W. Schaeffer who welcomed General Chairman C. R. Scott. Brother Scott, with the aid of a blackboard, gave a detailed explanation of the new C.N.R. integrated pension plan. Brother Scott also reported on the ending of the Florida East Coast Special Assessment.

Brother D. Majury was very happy to report that there were no grievances.

Your Local Chairman takes this opportunity to ask our Local's members to pay any back assessments and to get back in good standing. Do not forget that our officers for the next 3 years will be elected at our next meeting in Hamilton. D. H. MAJURY

C.N.—C.P.

WINNIPEG, MAN. (12). Our regular meeting held on January 8 at the Assiniboine Hotel, Portage and Albany in Winnipeg, opened at 10:40 a.m. The following members were present: Brothers R. Law, J. Platt, P. Kanski, K. Reitter, J. Chranowski, H. Weseen, G. Jenkinson, E. Neufeld, H. Hodgson, J. Burnell, V. Clark, A. N. Wright, W. A. Gilchrest, C. W. Maycock, L. E. Young, B. Popel and A. N. Cotton—General Chairman and Grand Lodge Representative.

After opening in accordance with the ritual, Chief Signalman Young turned the gavel over to Brother Cotton who conducted the balance of the meeting.

W. M. McGarva, K. Sheffield—signal maintainers; and H. Hodgson—signal apprentice C.N.R.; were accepted as members of our Local and were given the obligation.

A report was made regarding the

status of pending grievances and it was pointed out that three of our members are not in good standing as they have not paid their 3rd and 4th Quarter 1965 Special Assessment.

The Canada Labour Code was discussed. It was explained that the code provides for a holiday on Remembrance Day, and also an additional days' pay for Guarantee employes on call if they are required to work.

With regards to the Canada Pension Plan, an additional meeting of the General Chairmen's Association was held and the vote reversed the earlier decision to deck C.P.R. and the C.N.R. pension plan in favour of the proposed integrated plan. A general discussion was held on the effects of this move.

With regards to recent wage and rules negotiations, there are no new developments. Demands, as filed by the Joint Negotiating Committee, were reported in the January issue of the *Journal.*

The matter of a purchase of a desk, discussed at our last meeting, was put forth and a motion was adopted providing funds for the purchase.

A definite date for the Canadian General Grievance Committee Meeting has been set. It will be in Winnipeg on September 27 to 30, 1966.

On Friday, September 30 there will be a Smorgasbord and Dance at the Fort Gary Hotel. R. L. LAW

Southern Pacific

CARRIZOZO, N.M. (182). Brother Edwin Y. Kimmons concluded a 48½ year railroading career on December 31 when he retired. Brother Kimmons was signal maintainer on the Tuscon Division at Alamogordo, New Mexico, at the time of his retirement.

He began his career as a section laborer during May, 1917 on the Eastern Division of the E.P.&S.W. and went to work as a signal helper on the same division during December 1918. Kimmons was promoted to maintainer in May 1919 and remained with the E.P.&S.W. until it was purchased by the S.P. Since that time he worked for the S.P. Co. moving to Alamogordo during January, 1930. J. L. TURNER

Brother Kimmons

Chamberlain

Clark

A Message To The Membership

For the past several years we have cooperated with the Committee on Political Education of the AFL-CIO (COPE) by soliciting voluntary contributions from our membership for this endeavor.

We are of the opinion that this year we should again lend full cooperation to COPE. We urgently request that our membership earnestly support the AFL-CIO Committee on Political Education.

As we have stated on previous occasions, we do not attempt to influence your political affiliation or your vote. Certainly you are free to do as you please in this respect. However, we do believe it is part of our responsibility to keep you informed on political action through our regular COPE Report in the *Journal.*

Without a doubt, this is a most important year which will require that each of us in organized labor take an active interest in supporting those candidates who support labor.

It is incumbent on each of us to register and vote as it is a proven fact that there is a usual voter drop-off in congressional election years from presidential years, a drop-off that is heaviest among working people and their families.

Statistics show that the average voter drop-off in recent off-year congressional elections has been more than 15 percent.

We cannot afford to relax and become complacent. We must protect labor's interests and accordingly this is to inform you that we will again accept voluntary contributions from our membership which will be forwarded to COPE.

All voluntary contributions should be forwarded directly to Secretary-Treasurer C. J. Chamberlain, 2247 Lawrence Avenue, Chicago, Ill.

Reading

READING, PA. (26). Our regular meeting was held February 28 at the Labor Temple, 8th & Washington St., Reading. There were 11 members present at the meeting including General Chairman J. P. Fiori who discussed pending grievances and explained portions of the February 7 Agreement.

The deadline for all Journal copy is the 10th of the month preceding month of publication. All official matter and communications, to be printed, must be received by the editor on or before this date.

The Local wishes to welcome Brothers C. H. Painter, H. R. Goas, N. F. Delp, W. J. Mengel, and W. S. Yeingst on their return to work. All of these Brothers have been on sick leave.

At this writing Brothers D. S. Moll and D. L. Wentz are on sick leave and we all hope for their speedy recovery and would like to see them back on the job soon.

The members of our Local wish to extend best wishes for a long and happy retirement to Brother H. M. Levan.

Elections were held to elect a trustee, a chaplain and recording secretary. Brother C. W. Link was elected trustee and chaplain and Brother L. Vanino was elected secretary.

Our next meeting will be held in Reading, Pa. on March 28. L. VANINO

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77002

Houston, Tex. 77002. George L. Schmidt, 1307 American Investors Bldg.
Tel. CA 2-2268

Kansas City, Mo. 64105. Frank X. Mattes, Suite 1420, Commerce Tower, 9th and Main Street
Tel. HA 1-5411 and HA 1-2973

Los Angeles, Calif. 90013. Clifton Hildebrand, 408 S. Spring St., Suite 205
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, Box 2398,
Carlton House Hotel

St. Louis, Mo. 63101. Frank X. Mattes, 611 Olive St., Suite 1814
Tel. MAine 1-6992

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 N.B.C. Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Sherman Oaks, Calif. 94103 John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. John C. Frank, 1217 Union National Bldg.
Tel. AMherst 4-0346

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
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Pennsylvania

LOGANSPORT, IND. (146). A meeting on February 9 at the A.F.L. Hall in Logansport brought out 20 members and 2 guests. Vice Chairman O. L. Harbour of the P.R.R. Executive Committee and Brother E. C. Jones of Local 142, Terre Haute, were most welcome and contributed considerably to our meeting.

General Chairman R. B. Park sent word that, due to other pressing matters, he was unable to attend; however, he hopes he may be able to attend another in the near future.

The relocation of the Signal Shop from Logansport to Columbus, Ohio, has caused a considerable rearrangement of men and jobs—both in construction and maintenance—from the oldest to the youngest. It was reassuring to all who were required as a result of these changes to accept lower rated jobs to learn the February 7, 1965 Mediation Agreement provides they will continue to receive their former rates of pay and be paid for moving.

It was agreed by those who attended that the meeting was very informative and worthwhile. It goes without saying the number attending was the basic reason for the success of the meeting. It is hoped a pattern has been set which can be followed in the future. Brother Jim Kistler furnished a good supply of jumbo peanuts for the social hour which followed the meeting, and our sincere thanks go to him for his thoughtfulness. A. R. McCrosky

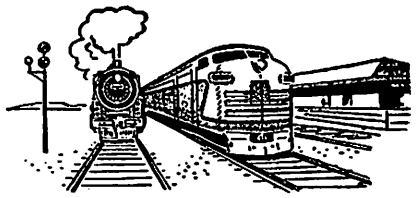
Santa Fe

MCPHERSON, KAN. (33). Our recent meeting was held in Oklahoma City, Okla. There were 29 Brothers present. Chief Signalman Roberts chaired the smooth running meeting. There were fewer than the usual number of grievances submitted for discussion.

Brothers Pug and Sandy Tanner, who recently retired, were present and we enjoyed this brief visit with them. It was reported that Brother D. R. Duke's wife has not yet recovered from her illness. There were no other reports of illness of Brothers or their families.

Brother Les Bourland retired from service during December. Brother Les began his railroad career in 1944 and held the position of Asst. Signalman most of those years. There were 60 present at his retirement party and the Brothers presented Les' wife with jewelry and Les with a transistor radio and fishing rod. This should come in handy for Les when he indulges in his favorite sport, fishing. When Les isn't fishing he advises that he will be visiting his three children. All members of our Local wish him and his family many happy and leisurely years of retirement.

Members who do not attend meetings are doing an injustice to themselves, their families, their Brothers, and their Union. Max E. Craft



Rock Island

MOKENA, ILL. (40). Our Local's regular meeting was held January 26 at Brother Clyde Bevan's home in Chicago, Ill. There were 13 members present, also Vice President C. S. Chandler, General Chairman R. A. Watkins, and visitor foreman C. R. Storck from Gang No. 1.

Local Chairman Harris discussed the handling of claims and grievances on the local level with supervisors and others. He pointed out that this is a mere formality as the carrier apparently refuses to settle claims at that level and they are denied. Harris suggested that the General Chairman handle all claims on a higher level and by-pass these unproductive areas. However, Brother Chandler pointed out that we must follow the procedure established by the Railway Labor Act. All claims and grievances must be properly handled from the Local level up.

It was noted that we have only 23 members remaining in our Local and a general discussion resulted regarding the future. A motion was made and passed that if suitable arrangements can be made our Local should merge with Local 183 for the betterment of both Locals. Our secretary is to contact Local 183 immediately.

Brother Fred Albert is planning to retire soon and Brother Jack Keiken is ill. We hope Brother Keiken will be better soon.

Following the meeting refreshments were served. Wesley Cappel

Southern

CONCORD, N. C. (110). In spite of adverse weather conditions—sleet, snow or freezing rain—there were nine brave souls who answered the call to attend our meeting which was held recently at Charlotte, N.C. This was our first Saturday meeting in many years, and it is hoped that fair weather will bring out many more of you to the next meeting which will be held at the Milner-Mecklenburg Hotel on West Trade Street in Charlotte, N.C., Saturday, April 16.

We were delighted to have Brother Jess Willard from the Danville Division with us. This was his first meeting and he was given the oath and obligation.

The Trustees' report of the audit of the books conducted January 15, was read. It was noted that in spite of a steady decline in the Local's membership, we were able to show a small net gain for the year 1965. This can be attributed to the increase in dues and also to the interest earned on our savings account.

General Chairman Melton was ill and was unable to be with us at this meeting. I can't recall that he has ever missed a meeting of our Local since becoming General Chairman. Vice General Chairman Harper was on hand and made the usual report in addition to answering many inquiries.

Brother S. E. Grogan retired October 30. He began his railroad career with the Southern on July 31, 1923 and had completed 42 years of service. Brother Grogan was signal foreman at the time of his retirement.

Brothers W. C. Wade and S. E. Gibbons, who have been off work because of illness for several weeks, both returned to work during January. The only member I know of who is still on the sick list is C. F. Sumeral from the Knoxville Div. I regret to report that retired Brother J. S. Stinnett of Monroe, Va. passed away during November.

C. E. Yelton

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. DECATUR, ILL. (55). The provisions of the February 7 national agreement and the January 10, 1962 merger agreement were discussed at our recent meeting held in Decatur, Ill. Some of these provisions are not clear to some of us and we are looking to Grand Lodge for clarification, however, in the meantime we are taking steps, as we see fit, to protect our members.

The application of D. L. Hoke was accepted at the meeting and we take this opportunity to extend to him a hearty welcome. We hope his stay on the N&W will be both fruitful and pleasant.

At the present, there appears to be a lot of signal work scheduled for the future and a shortage of signalmen to perform the work. It looks like we will all have a lot of work for some time to come.

With all of the new developments in signal equipment, the future looks interesting. As a matter of fact, the Carrier is now sponsoring a training program through correspondence schools that should be helpful, especially to the younger men who plan to make signaling their career. We look forward

into the new year with optimism and hope for our craft.

With the gangs: J. F. Lawrence's gang is at Riverton, Ill.; P. E. Dawson's is at Delphi, Ind.; and W. B. Ritchie's gang is at Logansport, Ind.

With the testmen: F. G. Bartley is at Fort Wayne, Ind.; R. E. Pettus is at St. Louis, Mo.; J. E. Bartley is at Moberly, Mo.; H. E. Martin is on the Peru, Ind. district; and J. W. Sharp is on the Montpelier, Ohio district.

Personnel changes: Nolan Rumple has bid in the maintainer job at Montgomery, Mo.

We are always hopeful that we can get more members to our Local meetings so that we can discuss the things that concern our members and our organization and reach a better understanding. We must all exercise compassion for our fellow members, and faith in our belief.

"The only true happiness comes from expending our energies for a useful purpose." JFP

Obituary

William S. Coulborne, retired member of Local 13, Staten Island Rapid Transit, passed away February 2, 1966. He was 73.

Brother Coulbourne was signal inspector at the time of his retirement. Brother Bill began his signal service in 1912 and retired January 1, 1962.

He was a faithful member of our Brotherhood and served as Local Chairman for many years as well as trustee of the General Committee.

He is survived by his widow, one daughter, and two brothers, one of whom, Paul, is also a retired signalman. The officers and members of Local 31 extend deepest sympathy to the surviving members of his family.

G. A. DeLozier

C. C. Plunkett, retired member of Local 62, Pennsylvania Railroad, passed away recently. He was 77.

Brother Plunkett was maintainer T&S at Gallitzin, Pa. at the time of his retirement in 1956 after completing 43 years of service. He served our Local as a member of the Grievance Committee.

The officers and members of Local 62 extend deepest sympathy to the surviving members of his family. Ed.

Guiseppe Como, member of Local 160, New York Central Railroad, passed away January 23, 1966. He was 58.

Brother Como was maintainer at Tower "U" and was with the Central for 36 years.

The officers and members of Local 160 extend deepest sympathy to his widow and other surviving members of his family. W. Deatcher

Eugene V. Gosnell, retired member of Local 112, Pennsylvania Railroad, passed away February 26, 1966. He was 76.

Brother Gosnell was employed at the Verona Shops at the time of his retirement December 1, 1945, after completing 32 years of service.

He is survived by his widow to whom the officers and members of Local 112 extend deepest sympathy. S. H. H.

Harry N. Lefever, retired member of Local 50, Pennsylvania Railroad, passed away Jan. 24, 1966. He was 72.

Brother Lefever was Material Foreman at Harrisburg, Pennsylvania, at the time of his retirement March 13, 1962 after completing 46 years of service. He served our Local as Local Chairman for many years.

The officers and members of Local 50 extend deepest sympathy to the surviving members of his family. RAB

Raymond E. Poulin, retired member of Local 80, New York Central Railroad, passed away January 25, 1966. He was 77.

Brother Poulin retired March 3, 1956 after 36 years of service with the New York Central on the Mohawk Division. He spend most of these years in the Albany and Schenectady areas.

The officers and members of Local 80 extend their deepest sympathy to the surviving members of his family.

J. A. Weininger

A. R. Burg, retired member of Local 179, Southern Pacific Railroad, passed away recently. He was 84.

Brother Burg had been a member of our Brotherhood since March 31, 1919. He was signal maintainer at Carlin, Nevada at the time of his retirement December 31, 1945 after completing 32 years of service.

The officers and members of Local 179 extend deepest sympathy to his widow and other surviving members of his family. Ed.

John N. Hoffman, retired member of Local 69, Pennsylvania Railroad, passed away February 17, 1966. He was 75.

Brother Hoffman entered signal service August 1, 1911 and was foreman at the time of his retirement January 5, 1952.

He is survived by his widow and five children, one of whom, B. J., is signal maintainer on the Pennsylvania. The officers and members of Local 69 extend sincere sympathy to the surviving members of his family. Ed.

John W. Holt, member of Local 31, Western Maryland Railway, passed away January 18, 1966. He was 43.

Brother Holt was assistant signal maintainer at Emory Grove, Maryland when he became ill during August, 1965. Brother Holt served his country and was decorated with honor and valor during World War II.

He is survived by his widow, one son and three daughters, to whom the officers and members of Local 31 extend deepest sympathy.

G. A. DeLozier

Gus Schwartz, retired member of Local 132, Terminal Railroad Association of St. Louis, passed away January 29, 1966. He was 88.

Brother Schwartz came to the Terminal on April 25, 1910 and retired November 30, 1945. At the time of his retirement he was 2nd trick maintainer at old "X office."

The officers and members of Local 132 extend deepest sympathy to the surviving members of his family.

W. F. Mueller

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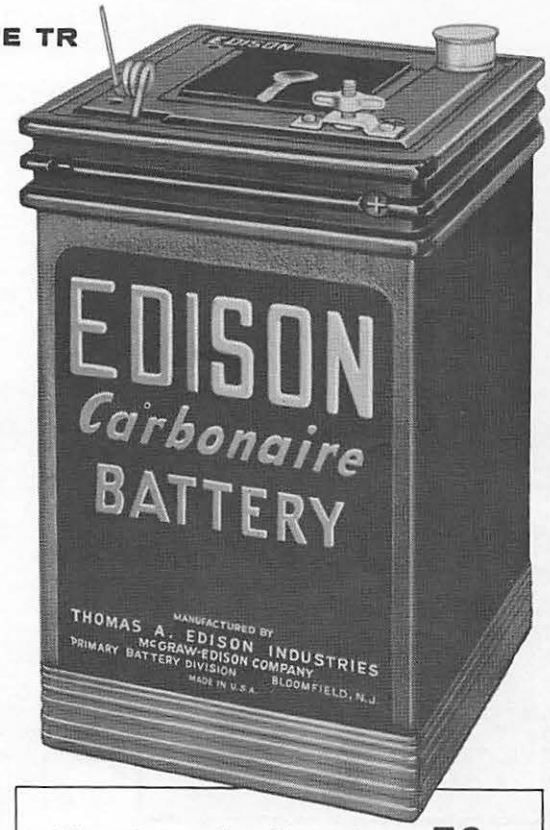

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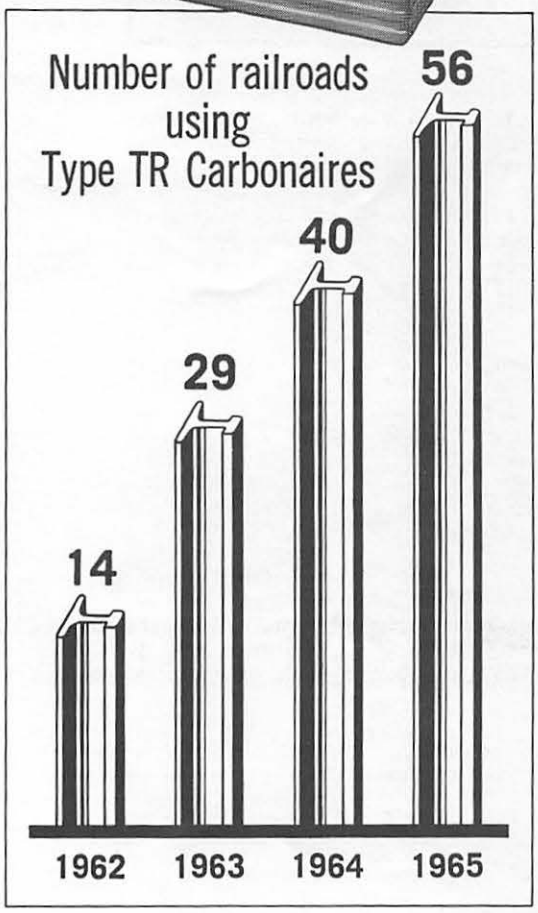

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